

Plain Talks & News

OCTOBER-NOVEMBER, 1970

GOOD HUNTING



WHO REALLY PAYS TAXES?

YOU DO. You and your neighbors and your friends and millions of other Americans. Only people pay taxes. You pay them directly and indirectly through the cost of everything you buy. You pay them through reduced income or reduced savings. There is no faceless corporation or any other impersonal entity in American business that relieves the American taxpayer from this ponderous load.

By their very name, taxes on corporations are not at first regarded as taxes on people, but when corporations and other businesses are forced to recover taxes in order to maintain profit levels and keep businesses solvent, they are collected from the people. Otherwise, capital would dry up and bankruptcy would be eventual.

It is a simple fact that when businesses bankrupt, jobs disappear, markets shrink, employment is reduced. The damage this chain reaction can do to a state's economy is obvious, not to mention the reduction in the state's ordinary revenue collections.

People own corporations, which in turn employ people to manufacture and distribute products and provide services that people want, particularly in the attainment of a better life. Products are distributed to make them available to people, providing money with which the corporation can buy materials, employ workers, and pay manufacturing and distribution costs. This cycle of events is part of the genius of the American economic system.

But if corporations are constantly burdened with taxes, under the illusion that the corporation alone is paying them, and not the people, then they must recover these taxes by . . . increasing prices to the people who buy the products . . . reducing wages to those who work in production . . . reducing earnings and dividends to stockholders in which case the opportunity for acquiring additional capital for expansion and growth is limited, thereby creating a scarcity in jobs and products.

The myth that corporations can be taxed without imposing a burden on the consumer is a fallacy used by demagogues and political office holders who realize that uninformed voters do not understand this basic error. This mythology is used to mislead voters into thinking that wanton public spending is paid for by the corporations and not by the consumers, the old "something for nothing" appeal.

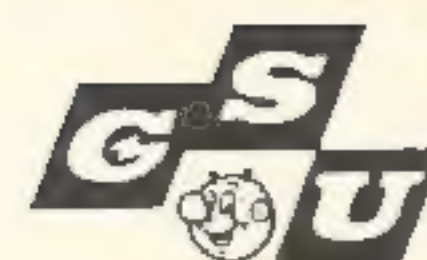
There is no way of getting "something for nothing" and no way that corporations and other business can pay taxes without the bill eventually arriving at the voter's door for payment.

If there was a way in which all taxes were directly and openly collected from the people instead of being hidden in confusion and mythology, then it would be clear to all who was paying the bill for enormous spending each time these expenditures were advocated. If this could be true, then the pressure for increased public spending would be greatly lessened, except for the vital necessities.

Should we not face these facts, admit these truths and act accordingly? It may conceivably be a way to control public spending and bring within reasonable bounds the public spending of people's money. In the long run, it could save the economic system and preserve it for future generations. All people have to do is understand that no one pays taxes but people.

Source: **Washington Business**

News Briefs



FLOYD R. SMITH ELECTED SAEA OFFICER

recently in Shreveport.

President Floyd R. Smith was elected executive vice president of the Southwest Atomic Energy Associates at a meeting held

The SAEA organization was formed in 1957 for the purpose of finding a new economical and safe source of electric energy utilizing the fast breeder reaction. Comprising the organization are seventeen electric utility companies in a seven state area.

F.A. WILSON SUCCUMBS TO HEART ATTACK

43 years.

Before his death, Mr. Wilson was system production construction manager in Beaumont. He had worked for the company for more than

A native of San Augustine, he began his career with the company in 1927. He became construction engineer in the Beaumont office in 1959. He was a member of the American Society of Mechanical Engineers, Chamber of Commerce and the Young Men's Business League. Mr. Wilson was a member of St. Pius Catholic Church. Services were held at Carroll-Wallace Funeral Home in Beaumont.

WALTER HOUSE NAMED TO ORANGE AREA CHAMBER

The newly elected directors are scheduled to begin their terms on January 1, 1971.

Walter House, sales supervisor, Orange, was elected to a three year term as a director in the Greater Orange Area Chamber of Commerce.

FREEMAN JONES ELECTED KIWANIS SECRETARY

David Self, lieutenant governor of Kiwanis International, during the club's annual banquet held recently.

Freeman Jones, residential sales representative in Lake Charles, was installed as secretary of the West Calcasieu Kiwanis Club by

THRIFT PLAN INVESTMENTS:

covering employee deductions and Company contributions through September, 1970 were as follows: 6,566 shares of common stock at a total cost of \$142,247.94, or an average cost per share of \$21.6643. 254 shares of \$4.40 Preferred stock at a total cost of \$14,816.10, or an average cost per share of \$58.3311. The Trustee deposited \$31,294.23 with the Savings Department of the First Security National Bank.

Purchases of Gulf States Utilities Company stock made by the trustee during October, 1970

BATTERY BOOST A BUST

Automotive batteries emit hydrogen--a highly explosive gas--through the vents in the cell caps. Any electric spark--and these easily occur when making a connection to a battery--can set off a powerful explosion.

If you have to give a battery a boost this winter, first remove the cell caps from both batteries. Then attach the booster cables to the live battery. Next, connect the appropriate cable to the positive (plus) post of the dead battery. Finally, connect the second cable to a good ground spot such as the engine block rather than to the negative (minus) battery post, so that any spark that occurs will not be near the battery.

INTEREST ON DEBT: A GROWING FEDERAL COST

Last year, interest on the national debt cost taxpayers \$19,256,821,000, one of the biggest single items in the budget, the Chamber of Commerce of the United States points out.

This interest is the equivalent of the combined incomes of 2,231,000 average American families.

If the government were not obligated to pay this cost, it could reduce the average family federal income tax \$294.

With the money spent on interest, the government could have:

- * Bought \$20,000 homes for 963,000 families, enough to house the combined population of Detroit and Houston.
- * Paid weekly wages of more than \$122 to over three million unemployed workers for the entire year.
- * More than doubled funds spent for the War on Poverty, Office of Education, Narcotics Bureau, air pollution control, public assistance and housing, and urban renewal and environmental control.

The \$19.2 billion is more than it cost to run our Federal Government for the first 117 years of our history. And the \$3.5 billion increase last year is more than the total Federal Budget for any single year until 1918.

This burgeoning cost is not only money which could be put to better use; its continuing growth feeds the flames of inflation that burn away the value of our dollar.

This spiraling climb will stop only when the public demands it, the National Chamber feels: When the voters show it's not smart politics to spend and spend, without paying for it as we go.

Taxpayers should insist their lawmakers put an end to this growing spending and increasing debt, and start using fiscal common sense when they vote on future spending proposals. . Write your Congressman and give him your views.



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Jim Harper, Contributing Editor
Walt Wright, Contributing Editor,
Baton Rouge

Member: **STIE**

OUR COVER: Jim "Cowboy"
Fernandez and Jim Stelly
out to get their limit.
Both are in Port
Arthur Division.

Page One

F AND FUR

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This is not a guide on the safe ways to hunt or handle a gun. Most of you who will be hunting this year are familiar with all the safe hunting methods. They have been preached to you since your dad gave you your first .22 rifle or .410 gauge shotgun.

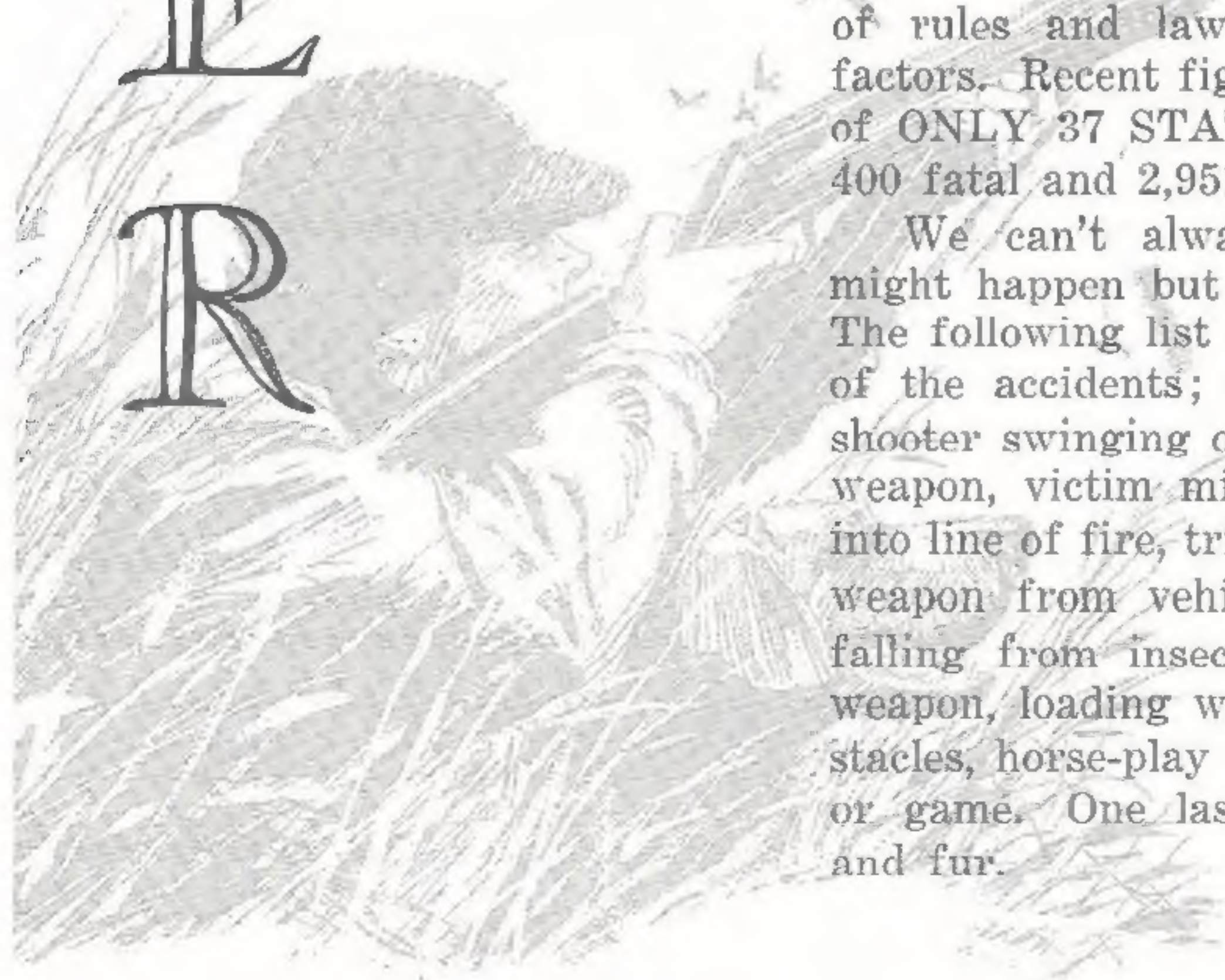
Each year some 20-odd million Americans take to the open country to hunt. Their fathers taught them how to handle a gun safely too, but somehow several hundred die each year from accidental gunshot wounds and many more are injured. All of them, or most, probably saw the same statistics from the year before. It didn't do them much good.

Odd as it may seem to you, many more hunters are killed and injured in accidents that do not involve firearms. For instance, three times as many hunters die from heart attacks as from gunshot wounds. Overexertion, falls, drownings, exposure—all take their part.

Everyone knows that "booze in the blind" isn't safe, but did you also know that alcohol lowers the skin temperature so that the swig to keep you warm will eventually make you colder. And since medical experts say that whiskey isn't even good for snakebite, you might as well leave it home.

Faulty judgement on the part of the hunter is the chief contributing circumstance in hunting accidents. Lack of skill and aptitude and violations of rules and laws are the next most frequent factors. Recent figures from conservation agencies of ONLY 37 STATES show that there were over 400 fatal and 2,951 non-fatal accidents last fall.

We can't always predict where an accident might happen but we can tell you where to look. The following list is in the order of the frequency of the accidents; victim out of sight of shooter, shooter swinging on game, stumble or falling with weapon, victim mistaken for game, victim moved into line of fire, trigger caught on object, removing weapon from vehicle, unloading weapon, weapon falling from insecure rest, riding with a loaded weapon, loading weapon, improper crossing of obstacles, horse-play with weapon and clubbing cover or game. One last hint: don't dress in feather and fur.





Unfortunately this list was not around when the commemorative issue was published. We are printing it now because we think it would be of interest to you. Keep in mind when reading this that these were employees who left the company to fight, but are not all the employees who had fought that are now with the company. Many of our friends came to us after being mustered out.

That Government of the People by the People and for the People Shall not Perish

These 377 employees of the Gulf States Utilities Company
have answered the call to the colors

August 15, 1945

C. D. Adams—Baton Rouge
M. O. Akins—Baton Rouge
C. I. Allgood—Lake Charles
H. E. Alford—Beaumont
Mildred Allison—Beaumont
P. M. Anzawy—Beaumont
F. Armstrong—Conroe
R. L. Atha—Beaumont
J. W. Atkins, Jr.—Beaumont
N. E. Avery—Baton Rouge

R. C. Bacon—Beaumont
H. A. Baden—Baton Rouge
E. M. Badillo—Baton Rouge
A. W. Baird—Port Arthur
P. W. Baker—Port Arthur
W. A. Ball, Jr.—Beaumont
H. W. Ballard—Baton Rouge
W. Banks—Baton Rouge
R. Barker—Beaumont
F. E. Barnes—Lake Charles
C. B. Barron—Beaumont
D. Becker—Navasota
R. E. Bennett—Beaumont
C. M. Benton—Baton Rouge
R. C. Berry—Lake Charles
J. W. Billodeaux—Jennings
W. L. Blackwell—Baton Rouge
H. T. Blanchard—Baton Rouge
R. M. Bloxom—Lake Charles
C. C. Bales—Navasota
F. L. Bolton—Winnic
R. J. Bonnette, Jr.—Baton Rouge
C. J. Bonura—Beaumont
C. J. Boring—Navasota
N. L. Bourque—Lafayette
J. L. Braswell—Beaumont
M. L. Breaux—Port Arthur
K. P. Brock—Liberty
F. Brown—Beaumont
J. T. Brown—Beaumont
L. J. Brown—Lafayette
M. N. Buell—Baton Rouge
R. L. Burgess—Lake Charles
L. Bush—Port Arthur
K. Bushnell—Beaumont

D. Cain—Baton Rouge
W. A. Cain, Jr.—Beaumont
Hubert Calvin—Beaumont
B. L. Campo, Jr.—Baton Rouge
B. G. Canizaro—Beaumont
C. L. Carnes, Jr.—Beaumont
N. G. Carpenter—Lake Charles
H. B. Carr—Beaumont
Z. T. Carr—Lake Charles
M. L. Carver—Lake Charles
W. L. Cox—Baton Rouge
C. E. Chambers—Baton Rouge
J. A. Champine—Orange
H. S. Charlton—Baton Rouge
B. R. Chestlun—Beaumont
D. Chian—Baton Rouge
L. C. Christian, Jr.—Lake Charles
J. L. Clement—Baton Rouge
E. S. Cole—Beaumont
H. S. Cole—Lake Charles
J. W. Cole—Lake Charles
C. M. Colyer—Lake Charles
B. Corbin—Baton Rouge
F. C. Cordien—Lake Charles
C. R. Cox—Beaumont
A. B. Cross—Baton Rouge
E. M. Cryer—Port Arthur
L. C. Cummins—Navasota

F. B. Daigre—Baton Rouge
R. J. Darte—Baton Rouge
S. E. Davis—Baton Rouge
V. E. Davis—Beaumont
R. A. DeBlanc—Baton Rouge
C. T. DeLamater—Baton Rouge
P. Denham—Baton Rouge
H. G. Denison—Lake Charles
H. J. Dentser, Jr.—Beaumont
H. R. Dickerson—Beaumont
J. T. Doiron—Beaumont
H. P. Donald—Beaumont
J. Dorsey—Baton Rouge
H. Douson—Baton Rouge
C. W. Doucet—Orange
A. J. Dragg—Baton Rouge
E. Dufon—Lake Charles
C. T. Duff, Jr.—Beaumont

S. Ebo—Lafayette
J. F. Echert—Beaumont
F. M. Elkins—Port Arthur
J. A. Elkins—Alvin

J. A. Ellis—Baton Rouge
R. H. Ellis—Beaumont
H. A. Elms—Lake Charles
J. B. Ener—Beaumont
G. K. Ethell—Beaumont

J. M. Fabis—Baton Rouge
R. M. Fairchild—Baton Rouge
J. C. Farlow—Lake Charles
C. Fausto, Jr.—Beaumont
L. Faust—Baton Rouge
W. V. Faver, Jr.—Beaumont
N. C. Fitch—Beaumont
W. E. Fontenot—Lake Charles
L. M. Ford—Lake Charles
W. H. Ford—Jennings
C. A. Fortenberry, Jr.—Baton Rouge
K. Franklin—Calvert
R. F. Franques—Lake Charles
J. A. Fredericks—Baton Rouge
S. C. Engler—Baton Rouge

E. H. Garner—Port Arthur
D. V. Garon—Baton Rouge
T. B. Garrett—Beaumont

B. R. Garrison—Baton Rouge
C. C. Garvey—Baton Rouge
C. J. Gary—Lafayette
V. A. Gantreux—Baton Rouge
G. A. Geiger—Beaumont
C. A. Glover—Baton Rouge
Catherine Goyens—Baton Rouge
J. T. Graves—Baton Rouge
T. Green—Lake Charles
C. S. Griffin—Beaumont
D. W. Griffith—Beaumont
J. E. Griner, Jr.—Beaumont
A. Groth—Baton Rouge

G. P. Handley—Lake Charles
Dorothy Harder—Beaumont
P. Q. Hargis—Jasper
L. W. Harrell—Baton Rouge
J. E. Harrington—Baton Rouge
H. Harrison—Huntsville
R. H. Hays—Baton Rouge
A. L. Hebert—Baton Rouge
S. J. Hebert—Port Arthur
H. M. Heil—Beaumont
J. S. Hemphill—Orange
J. M. Heary—Beaumont
W. H. Herndon, Jr.—Baton Rouge
G. L. Hill—Maringouin
A. E. Hinc—Jennings
T. T. Hodges—Orange
V. L. Holland—Baton Rouge
J. T. Holman—Lake Charles
M. R. Holmes—Baton Rouge
A. Hughey—Port Arthur
W. M. Hurt—Beaumont

J. K. Inglehart—Huntsville

L. J. Jacobs—Lafayette
F. James—Beaumont
Agnes Jameson—Navasota
C. S. Jeanne—Lake Charles
M. N. Jensen—Beaumont
A. J. Johansen—Port Arthur
A. J. Johnson—Orange
C. E. Johnson—Beaumont
J. C. Johnston—Conroe
F. W. Jones—Beaumont
J. K. Jones—Beaumont
J. L. Josay—Beaumont
K. L. Jumel—Baton Rouge

E. F. Kaltwasser—Huntsville
J. W. Kirkland—Lake Charles
R. Kirkwood, Jr.—Baton Rouge

C. Meaux—Beaumont
O. Merrick—Baton Rouge
K. V. Michel—Lake Charles
F. W. Middleton, Jr.—Baton Rouge
W. K. Miller—Beaumont
D. W. Minton—Baton Rouge
L. S. Mire—Baton Rouge
H. L. Mitchell—Orange
S. W. Mixe—Port Arthur
W. P. Morgan—Baton Rouge
D. Morri—Jasper
J. C. Morrison—Baton Rouge
H. P. Munson, Jr.—Baton Rouge
W. O. Murchison—Beaumont
G. R. Murray—Beaumont
R. J. Murray—Orange
C. H. Muse—Conroe

Evelyn Nantz—Beaumont
Katherine Nelson—Baton Rouge
C. M. Netzer—Beaumont
E. B. Nevils—Beaumont
H. H. Northcott—Beaumont
L. W. Nott—Port Arthur
O. P. Parker—Baton Rouge
W. H. Parker, Jr.—Baton Rouge
J. F. Patin—Baton Rouge
J. D. Patton—Beaumont

A. L. Schiller—Navasota
H. Schmitz—Beaumont
J. M. Sedberry, Jr.—Beaumont
Ada Shaddock—Beaumont
E. Shelton—Lake Charles
J. W. Shreve—Baton Rouge
Brock Shugart—Beaumont
F. Skinner—Beaumont
S. B. Small—Beaumont
B. L. Smith—Lake Charles
D. E. Smith—Beaumont
E. C. Smith—Beaumont
M. D. Smith—Navasota
J. M. Stalleup—Lake Charles
P. Stephens—Conroe
I. H. Sternberger—Baton Rouge
D. C. Stewart—Baton Rouge
J. A. Stewart—Baton Rouge
T. W. Stiteler—Beaumont
R. M. Stone—Navasota
C. W. Stovall—Baton Rouge
C. H. Strachn, Jr.—Beaumont
Susie Stuart—Beaumont
J. H. Sturdivant—Beaumont
L. A. Sullivan, Jr.—Lake Charles
H. Sumrall—Baton Rouge

A. H. Taylor—Baton Rouge
F. H. Tenholder—Beaumont
J. L. Terrell—High Island
C. R. Thompson, Jr.—Baton Rouge
F. R. Thompson, Jr.—Baton Rouge
L. L. Thompson—Beaumont
W. A. Thomson—Orange
A. Tousant—Beaumont
J. T. Trice—Baton Rouge
A. R. Turbeville—Lake Charles
E. G. Turley—Beaumont
F. L. Turner—Beaumont

S. B. Umphrey—Port Arthur
B. J. Usher—Baton Rouge

C. R. Vaughan—Port Arthur
M. A. Versen—Baton Rouge
P. B. Voorhies—Baton Rouge

D. Walker—Baton Rouge
E. S. Wall—Beaumont
H. J. Wall—Lafayette
L. E. Wallace—Baton Rouge
A. N. Watson—Baton Rouge
J. H. Watson—Baton Rouge
J. R. Watson—Beaumont
F. R. Weller—Beaumont
E. G. West—Baton Rouge
J. R. Whipple—Lake Charles
E. B. Whitaker—Baton Rouge
A. L. Whitson—Beaumont
J. R. Wickey—Navasota
S. C. Will—Port Arthur
C. L. Williams—Beaumont
G. D. Williams—Beaumont
C. L. Williams—Beaumont
J. L. Williams—Beaumont
E. L. Wood—Conroe

E. E. Young—Beaumont

Died in line of duty

R. A. Blanchard - Baton Rouge
October 31, 1942
W. C. Carter - Beaumont
August 26, 1944
P. O. Wofford - Beaumont
March 26, 1945

E. E. Warren - Conroe
May 15, 1942
J. M. Henderson - Baton Rouge
December 25, 1944
J. A. Kernan, Jr. - Baton Rouge
March 7, 1945

Missing In Action

E. J. Lahaye - Port Arthur
Since June 5, 1944

F. Kornegay—Liberty
S. F. Krebs—Beaumont

W. Ladue—Baton Rouge
J. W. Lamm, Jr.—Gonzales
L. P. Landry—Baton Rouge
A. T. Langford—Navasota
D. F. Latimer—Baton Rouge
D. J. Laughlin—Port Arthur
P. J. Lavergne—Jennings
Christine Law—Baton Rouge
P. H. Lee—Liberty
A. A. LeBlanc—Lake Charles
R. A. LeBlanc—Baton Rouge
M. P. Lee—Baton Rouge
Mary Leonhardt—Baton Rouge
J. L. Lewis—Baton Rouge
T. L. Lincomb—Orange
W. K. Little—Baton Rouge
J. Lopez—Beaumont
R. L. Louviere—Lake Charles

R. A. McAlpine—Beaumont
J. R. McCann—Beaumont
J. H. McClelland, Jr.—Beaumont
A. C. McCoy—Baton Rouge
L. C. McCullar—Beaumont
V. V. McGee—Port Arthur
K. A. McGraw—Baton Rouge
D. L. McGuire—Baton Rouge
S. A. McKenzie—Baton Rouge
T. O. McKnight—Jackson
E. P. Madigan—Baton Rouge
P. H. Magee—Navasota
R. S. Manley—Beaumont
E. L. Maris—Franklin
P. J. Marquette—Baton Rouge
A. J. Mary—Baton Rouge
A. G. Mashburn—Beaumont
J. K. Matsens—Baton Rouge
J. M. May, Jr.—Baton Rouge

M. C. Paul—Beaumont
C. B. Pearson—Baton Rouge
B. C. Pennington—Baton Rouge
Jesse Perricone—Beaumont
R. S. Petkovack—Beaumont
C. S. Pettepher—Baton Rouge
C. A. Pfeiffer—Beaumont
V. F. Pool—Navasota
J. C. Porter—Beaumont
Robert Porter—Beaumont
A. Pouison—Beaumont
B. Powledge—Navasota
E. S. Pratt—Baton Rouge

W. L. Rabe—Beaumont
D. Raborn—Baton Rouge
J. Ransom—Baton Rouge
W. A. Read, Jr.—Beaumont
W. R. Redfield—Baton Rouge
H. H. Reed—Jennings
J. L. Reed—Orange
R. F. Reese—Beaumont
H. B. Reeves—Lake Charles
Pearl Reeves—Beaumont
G. N. Rice, Jr.—Beaumont
E. J. Richard—Beaumont
B. A. Richardson—Alvin
G. W. Richardson—Baton Rouge
J. P. Richardson—Beaumont
W. B. Richardson—Beaumont
T. N. Riley—Beaumont
I. M. Risher, Jr.—Jennings
M. Robertson—Navasota
L. J. Romano—Beaumont
E. Ronte—Baton Rouge
F. C. Rube—Baton Rouge
L. A. Sadler—Calvert
E. Saide—Beaumont
J. F. Sanchez—Baton Rouge
L. C. Sanchez—Baton Rouge
O. R. Sanchez—Baton Rouge
A. Sanders—Baton Rouge
H. C. Sanders—Orange

HONORABLY DISCHARGED

A. A. Adams—Jennings
L. R. Andrus—Lake Charles
L. K. Bankston—Port Arthur
M. J. Boudreaux—Lafayette
A. W. Carpenter—Baton Rouge
J. B. Cassels—Port Arthur
R. F. Clark—Beaumont
P. L. Davis—Beaumont
J. H. Derr—Baton Rouge
S. Glach—Beaumont
L. Goodwin—Lake Charles
B. Gray—Baton Rouge
B. J. Harrop—Baton Rouge
J. C. Hays—Baton Rouge
H. J. Hebert—Port Arthur
J. Herson—Baton Rouge
B. H. Humphries—Baton Rouge
O. Hunter—Baton Rouge
N. Key—Calvert
C. E. Kleinprter—Baton Rouge
D. B. Lincomb—Orange
C. A. Littlepage—Beaumont
D. Moore—Orange
W. W. Pharr—Beaumont
E. Prejean—Beaumont
J. S. Rougeau—Orange
C. W. Sinecener—Beaumont
D. G. Wilkins—Lake Charles
H. A. Williams—Baton Rouge
O. C. Wingard—Orange

If Anders Poulson of the Safety Department knew that some of our drivers weren't following the Smith technique of driving he might be upset. But does he know that we have some flagrant violators. Men, who as soon as the light turns, blast away, burning tires? Men, who in heavy traffic, stay right on someone's bumper, cut into traffic without signaling and bump into someone almost everytime they use their cars?

We have at least three such men in our company; Bob LeBert, Beaumont T & D, Raymond Adrio, Building Design in Beaumont and Tom Norris, engineering assistant in Beaumont.

They race—drag and oval.

Raymond Adrio

Raymond was the first to start. In 1956 he ran a Chevy sports coupe at the Golden Triangle Drag Strip in Beaumont. That's when he decided drag racing was going to be his hobby.

When 1959 rolled around he decided to switch to a 1940 Chevy Coupe. He is still running it. The coupe is powered by a 301 cubic inch, fuel injected Chevy V-8. It's bored 4 inches with a 3-inch stroke.

Right now, about 90 trophies later than when he started, he is still doing the driving on the strip. His fastest time in the quarter-mile was 11.96 seconds at 118 miles per hour, in E-Gas competition (11 pounds of car weight per cubic inch of engine displacement). At that time the record for the quarter was 11.60 seconds. Raymond runs consistently in the 12's.

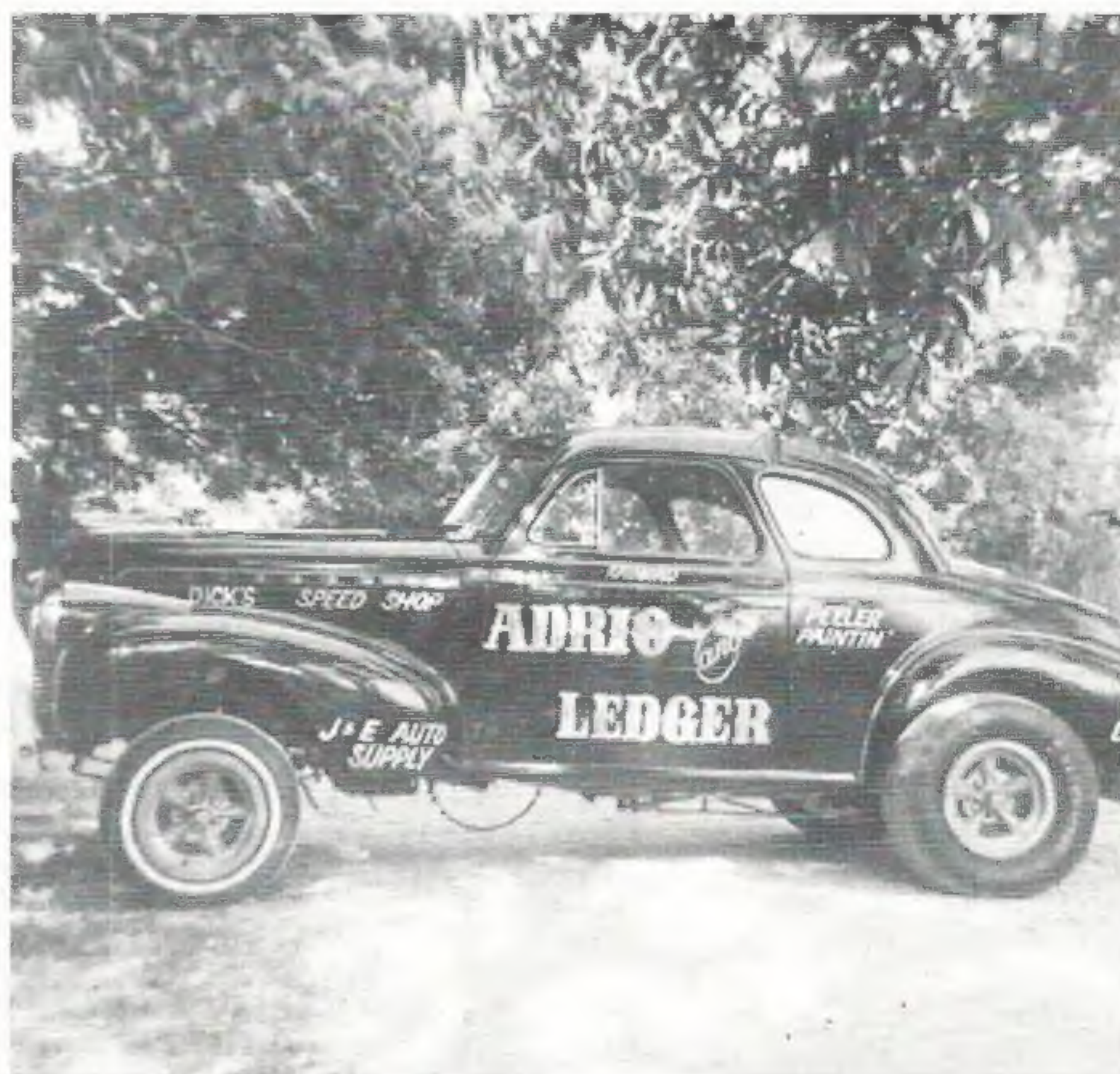
Running the car, which he put together himself, has taken him to tracks in Houston and Louisiana, but he normally sticks to the Golden Triangle Drag Strip.

Just recently Raymond has taken in a partner, John Bankston, on a 6-cylinder dirt track car. Raymond helped build and finance the car but does not drive it. Bankston, who took the car out for its, and his, first race, placed third in his heat, first in the trophy dash and third in the feature. The dirt track car, with Bankston driving, has been third in points for over two months now and holds the lap record at one of the tracks.

Although Raymond has blown two engines, in his drag car, he doesn't think that dragging is as hard on the car, or driver, as is dirt track racing. In the drags you race a quarter-mile then you turn off your engine, that's it. Whereas in dirt track you run over 8 miles of hard driving, but you can make two or three mistakes and if you work hard enough you can still catch up. In drag you don't get a second chance.

According to Raymond it's not a money-making hobby.

WANT TO BEHIND THE GET OFF OF

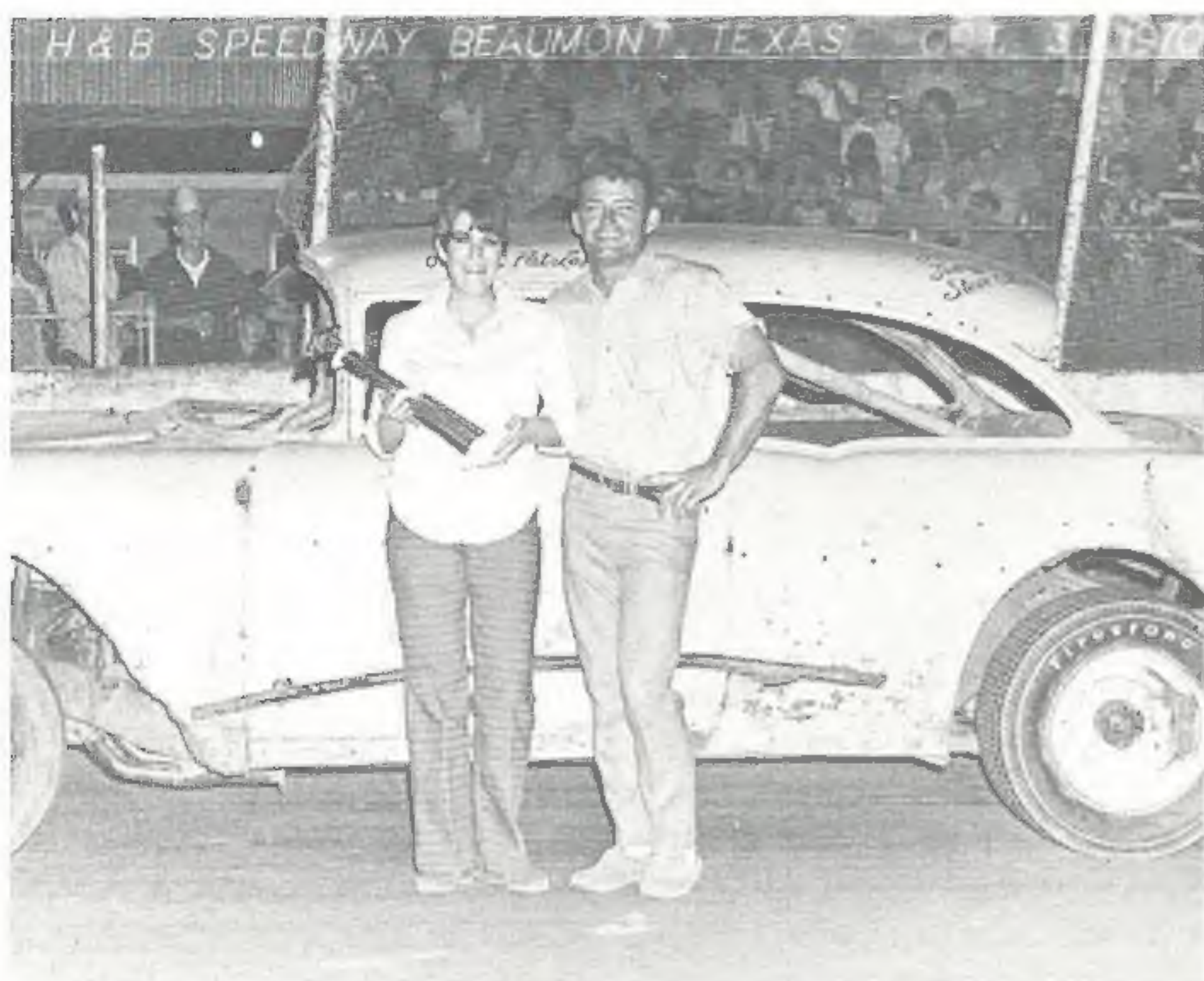


With the Drags . . .

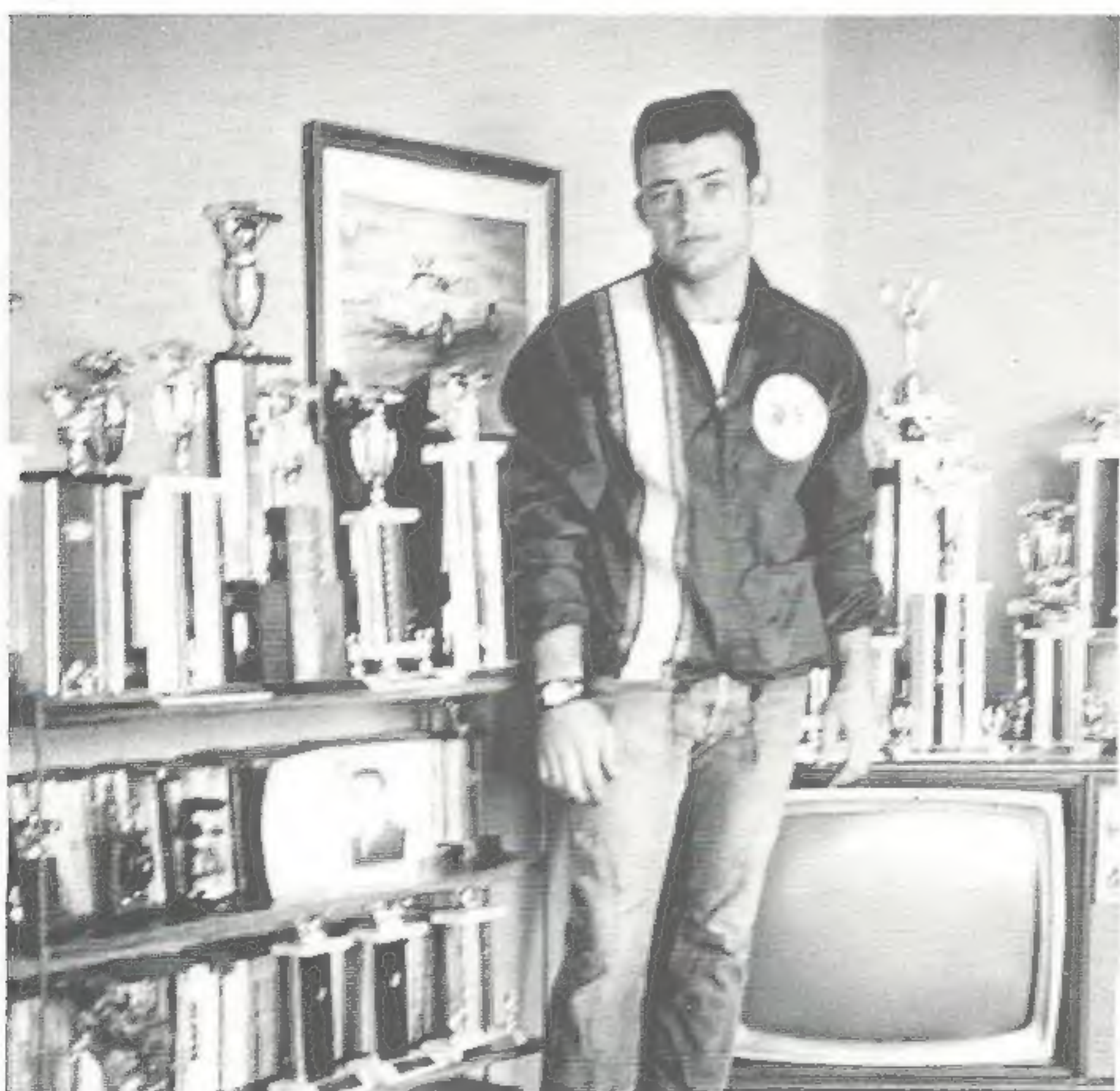


or on the Oval.

BE SAFER WHEEL THE HIGHWAY!



Bob with wife, Pat, after a Trophy Dash.



A few of his Trophies.

Bob LeBert

Back in 1966 Bob LeBert watched a dirt track race and decided he'd like to try it. Getting a car was no problem. Much to his mother's dismay he used his little brother's 1955 Chevy and started running in the 8-cylinder class. "At the time I didn't know if I could drive in that type of race," he admits, "but I went to Cleveland, Texas, the nearest track, and didn't do too bad."

When the H&B track opened outside of Beaumont he went to win. The first year at H&B he was high point man. His second year there he was a runner-up, and now, in his third year, he is high point man again, with almost 170 points between him and the guy in second place. Bob is also high point man at the new Motorama Speedway between Beaumont and Houston on Hwy. 90.

A sportswriter for the BEAUMONT ENTERPRISE once stated that "Bob LeBert should write a book entitled simply, 'How to Win'." Bob is still winning, but the competition is getting a little stiffer. "Winning doesn't just happen because of a good car or driver." He says. "Just as much depends on how many mistakes are made. Both yours and the other guys'."

"I like racing and so does my wife, Pat." He commented. "She runs some in the powder-puff races. Racing and building take a lot of hours, but they're relaxing. You devote your time and thought to winning to the point where other things don't worry you. Like you don't worry about Russia blowing the world up."

Besides time and thought it also takes money. Bob figures the car he has now is worth about \$1500 in parts only. If time were figured in it would be about three times that much, and he builds a new one for every racing season. To help him along with the cost he is backed by, among others, Valvoline Oil Co. and American High Performance. He has two friends who help him to keep the car in racing shape, Melvin Hensley and Tommy Legget.

Although many people go to these races expecting to see someone get hurt, Bob insists that there is "No way a man can get hurt if he takes pains with all the traffic safety features. Besides, all the traffic is going one way. It does get kind of hairy out there at times. Racing on a quarter-mile track at speeds up to 80 miles-per-hour with so little space between cars can get tempers pretty hot."

Bob also has a motorcycle, but asked if he ever races it he answered, "Shucks no, that's dangerous."

(Continued next Page)

Tom Norris

Tom Norris, another dirt-tracker, did race on the drag strip, but was then bitten by the dirt bug. He and his brother-in-law work together on a 6-cylinder Chevy. They share the mechanical work and Tom does the driving.

Tom, relatively new to oval track racing, hasn't had a chance to rack up an impressive record his first year, but hopes this will give him the experience to come into his own next season or so.

When asked about the safety precautions taken on the track, he explained, "Your car is thoroughly inspected before your first race. Then each time after that it is given a quick once over to be sure everything is up to par. Actually I consider myself a whole lot safer out on the track than on the highway. I wear seat belts both on the highway and on the track, but on the track I also have a well-constructed roll bar, carry a fire-extinguisher, the gas tank is isolated from me and the other drivers on the track are more safety conscious than the average highway driver.

"There are no set rules about courtesy, as such, on oval tracks. But if someone deliberately runs into another car or runs another car into the wall, he will be given the black flag and taken out of the race. This doesn't happen very often because most of the drivers are out there to race to win, but not the dirty way. Most of the drivers are good sportsmen."

Tom enjoys his hobby, but says that there's not a lot of money in it. He added that anyone interested in racing had better be prepared to spend some money and time, lots of time.



Tom going a lap at the H&B Track.

ALL WEATHER GOLF TOURNEY

By STAN ROBY

Engineering Design Beaumont

To the 31 hearty pioneers of golfing who dared to enter the annual Live Wires Tournament under such adverse conditions, we express our appreciation and amazement. Their unbroken, but wet, spirit survived the rigors of rain and wind at the frontier area known as Bayou Din Country Club at Beaumont.

The first group knocked the little white ball off the tee before sunrise under not too threatening, but not too promising, skies. As time passed the clouds grew darker and enough rain fell to give the course the appearance of a big water trap.

Determined "Golf-Gators" sloshed through the water-laden course, chasing the little white pebbles, until the final foursome rowed in to the 19th hole.

Flight winners were as follows:

first flight,

- 1—Joe Fontana
- 2—Luther Risher
- 3—Bill Barksdale (also lowest gross)
- 4—David McCurtain
- 5—Jim Johnson

second flight,

- 1—Randy McAlpine
- 2—Joe Snider
- 3—Jim Minner
- 4—Gene Russell
- 5—Jim Braswell

third flight,

- 1—John Scott (also high score and low net)
- 2—Maryin Ayres
- 3—Ronald Cunningham
- 4—Stan Roby
- 5—Anders Poulson

The committee thanks the score keepers and handicap computers. Scorekeeping was managed by Juanita Jeffcoat and Pat Culbertson. The golfing group was organized by Ray Deaton and Tom Amerine. Stan Roby and Luther Risher managed the on-site tournament. The Live Wires wish to extend a special thanks to Gerald Hatton, manager of Bayou Din.

The weather was arranged by "others".

A LOOK AT OURSELVES

Just about everybody and everything project an image, that is, cause a reaction by the image-receiver; good, bad or indifferent. This is true of companies just as it is of people.

Corporations, also like people, have three images: the one they'd like to project; the one they think they project and the one they actually do project.

One way to find out what kind of image a company is projecting to its public is through public opinion surveys. Such a survey is carried out by professional interviewers, who question a broad cross-section of a company's customers to see what kind of image the company has.

Surveys like this have been conducted by our company periodically over an 8-year span.

This year's survey, conducted again by Central Surveys, Inc., indicated where and how we are projecting a more favorable image. The survey also pointed out where we need to work to improve.

In Louisiana, where the five investor-owned electric utilities jointly sponsor a statewide survey, some important gains have been made over the previous survey held in 1967.

Across the state, 63% are favorable about the cost of electricity, the same percentage as in 1967. On the other side of the coin, 38% now think the cost of electricity is going up, compared to 31% in 1967. Today, 53% prefer investor-ownership compared to 47% three years ago.

Only about half the people still are aware that Louisiana has a public service commission that establishes rates of investor-owned companies. Unfortunately, 19% still think the PSC regulates Co-op rates as well, which it did not at the time the survey was made, but which it will when a new act is passed by the Louisiana legislature.

Only 7%, compared to 11% in 1967, are aware that the companies are involved in atomic research projects. More activity is clearly indicated in this all-important area. Fully 50% of those interviewed were in favor of having a nuclear power plant in their parish, and some 35% had no opinion.

Is air pollution a serious problem in Louisiana. "Yes," say 32%.

Is thermal effect in water a serious problem? 48% think so in this sports-minded state.

In summary, the company is better thought of by its Louisiana customers than the national average of companies for which Central Surveys works.

There's no room for complacency, however. Most of the trouble spots in service areas of companies like ours have been traced to a "take them for granted" attitude by the local managers.

Favorable About Cost of Electricity — Critical

Navasota	75-21	La.	63-32
Conroe	54-41	Westlake	54-43
Cleveland	72-22	Broussard	58-42
Huntsville	56-41		

Which is Better — Investor Ownership, City or Co-op?

Navasota	78-5-2	La. Gen'l.	53-12-1
Conroe	58-8-1	Westlake	53-11-4
Cleveland	68-2-0	Broussard	58-10-20
Huntsville	61-4-1		

Is GSU Doing Anything to Spur

Area Development? Yes - No

Navasota	38-6	La. General	59-4
Conroe	61-6	Westlake	41-7
Cleveland	35-5	Broussard	23-17
Huntsville	30-10		

Are GSU Employees As Prompt and Courteous

As They Should Be? Yes - No

Navasota	97-1	Westlake	91-1
Conroe	86-4	Broussard	93-2
Cleveland	88-5		
Huntsville	86-7		

Have You Seen Any GSU Advertising Lately? Yes - No

Navasota	44-56	Westlake	56-44
Conroe	43-57	Broussard	25-75
Cleveland	45-55		
Huntsville	50-50		

Has GSU Treated Towns and Customers

As Well As It Should? Yes - No

Navasota	100-0	Westlake	96-4
Conroe	80-12	Broussard	93-5
Cleveland	90-8		
Huntsville	84-13		

AS THE CUSTOMER SEES US

PLENTY OF POWER

Recent press articles from other parts of the nation give the public the impression that the country faces an electric power supply crisis. While it is true that power supply reserve margins in some parts of the U.S. may be inadequate due to circumstances beyond the control of the power companies, it should be noted that this is not true of our company.

Our capability, plus interconnections with other systems, is such that we do not expect an electric power supply shortage.

Various terms are used in the reports, some of which confuse and mislead. Among these terms are "blackout," "brownout," and "voltage reduction."

A blackout is properly defined as a massive power interruption affecting a large area and a large number of customers. A blackout is usually caused by a major failure of generating equipment or transmission facilities. The most massive interruption in this country was the cascading power failure in the Northeast in 1965 which began with improper relay action in Canada.

Brownout is a confusing term because, as often used by the press, it implies a noticeable sustained general decline in the ambient light level, which would result only from a major reduction in voltage. Such a reduction, which would have to be 10 percent or more, would not be permitted to occur. Good system practice would not dictate that a voltage reduction of this level would be used to prevent collapse of a system; rather, load would be shed on a selected basis.

A brownout would occur during a period when an electric utility asks customers, particularly large industrial and commercial customers, to curtail

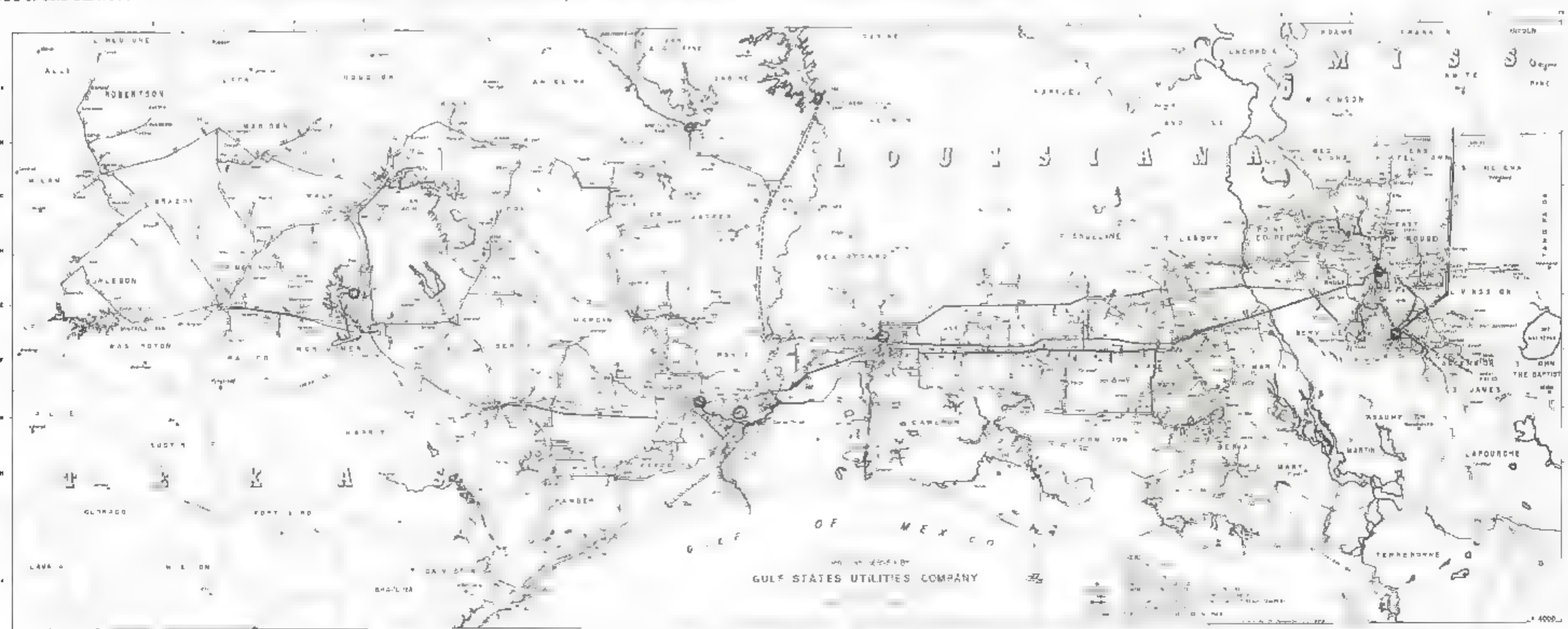
their use of power. Lights normally turned on would be turned off. Other normal uses of electricity would be reduced or temporarily discontinued. The term brownout, therefore, reflects a lesser use of power in a number of different applications, visibly characterized by a lesser use of lighting. Also considered a form of brownout would be the situation where an electric utility actually interrupts the flow of electricity to a selected area for a short period of time.

Before either of these steps is taken, a utility would most likely reduce voltage by small controlled increments. Voltage reduction is a step taken to "spread" or "stretch" the power supply over the system.

The effects of voltage reductions on power system loads vary according to the type of devices and appliances making up the loads. Resistance appliances, such as toasters, heaters, irons and electric ranges suffer no damage when operated at reduced voltages.

During a period of voltage reduction, the image on a television screen may shrink slightly, but, again, no damage is done to the set.

Motors are only subject to damage and a shortened life span if operated during a prolonged period of greatly reduced voltage. However, electric utilities are aware of this possibility and planned, controlled voltage reductions are never of such a magnitude as to damage properly designed motors for such heavy-duty appliances as washing machines, refrigerators or air conditioners. Properly designed motors will operate successfully when the voltage reduction does not exceed 10 percent below normal rating.



The heavy lines on this map show our main transmission lines and the circles indicate generating stations. The unit near Conroe is not yet in service but is scheduled to go into operation by the end of this year.

VANCE N. SIBLEY
985 6TH STREET
BEAUMONT, TEXAS 77701

September 24, 1970

Mr. S. L. Adams, Vice President
Gulf States Utilities Company
P.O. Box 2951
Beaumont, Texas 77704

Dear S. L.

I want to convey to you my thoughts and appreciation for the kind acts and consideration that some of your employees extended to me.

A few days ago I was out on an oil lease near Sour Lake and became suddenly ill. I was unable to walk and in extremely prostrate circumstances. A surveying crew of Gulf States Utilities was working in the area, and I was able to wave to them. One of the men came over to see what was wrong. He saw my condition and signaled to the other men, who came over and assisted him in getting me to my car. They revived me by bathing my face in cold water, and told me that one of the men would drive my car into Beaumont as they had finished their work, which they did.

I don't know what I would have done had they not come along and assisted me. Nice young men as they are most certainly a great asset to Gulf States Utilities Company. Their names and addresses are:

Floyd E. Fortenberry - 6155 Erie
Edward C. Bas - 2055 Glasshouse
Don Clotiaux - 6590 College, Lot #3
Raymond Pascual - 398 Garland

Having recovered, I want you to know that I certainly appreciate the act of kindness on behalf of these men and Gulf States, and assure you that I shall not forget them.



Sincerely,

Vance N. Sibley

Don Clotiaux, Raymond Pascual, Floyd Fortenberry and Edward Bos.

My partner and I used to count the days until you, and people like you, took your vacation. We worked while you played. We worked at looting your home. We were burglars.

We'll be on "vacation" this summer and several more summers after that. We're serving five to fifteen years in the "world's largest prison," Southern Michigan Prison, near Jackson, Mich. You won't have to contend with us for a while, but there are others out there ready to go to work on you. They may be sizing you up right now.

We can't talk them out of what is a certain eventuality — a ticket straight to the penitentiary — so we're doing the next best thing: We'll try to show you how you can make their efforts wasted or, at least, less successful.

Marty and I used to cruise through residential neighborhoods in our car. Not too slowly, but at a rate of speed that enabled us to remain inconspicuous and at the same time see what we were watching for.

We would watch for the telltale signs that indicated, to us, that the family was away from home. As much as the public has been warned to not let handbills clutter up the porch, mail pile up in the mailbox or to stop deliveries, it is surprising how many still violate these basic rules for protecting their homes.

On the other hand, many times it was the very neatness of the property that gave us the tip-off; the porch clear of handbills, grass neatly mowed, no children's toys or lawn equipment laying around.

When we cruised a neighborhood three or four times in one week, our potential targets stood out as if they had a sign on the front lawn, merely because they presented the same picture each time we passed.

Short of hiring private police when you go on vacation, one of your best protections is to enlist the co-operation of a neighbor; not only to keep an eye on your property, but to assist in "changing the picture."

Have a neighbor put a child's tricycle or wagon somewhere in the yard. The next day, a lawn rake leaning against the house or the garden hose stretched out and attached to an outside faucet will give the impression that the house is occupied or the residents are nearby.

Have the neighbors park their second car in your driveway. Their normal comings and goings will add to the illusion of occupancy.

If you live in a neighborhood where you are required to place your trash cans at the curb on certain days of the week, instruct the neighbor to place some of their trash cans in front of your house. The missing cans were like red flags when we drove down the street.

WE WORKED...





WHILE YOU PLAYED

By JACK COSTI*
As told to Hugh Dillon
*Jack Costi is an assumed name,
for reasons that will be obvious.

If your trash is picked up from the alley, have the neighbor use your garbage and trash cans while you are away. We even checked them out.

We would also watch for houses with air conditioners in the windows. Where they were not running, especially on hot summer days, it was a sure bet that the occupants were away.

If you don't have air conditioning, have the neighbor open windows during the day; different windows in different positions each day. But only when the neighbor is in the immediate vicinity should your home be left like this.

Apartment dwellers should have someone take their mail out of the mailbox as soon as possible after delivery — every day. Mail in apartment mailboxes is a primary signal to the apartment burglar. If there is any space under the door leading to the main hallway, no matter how minute, block it with a throw rug. Never mind why, just block it. Strong locks and a radio softly playing all day are the best safeguards if you live in an apartment.

We also had more definite information at our disposal. Many times we got our "invitations" by reading the newspapers. Some people just have to let the world know they are going on vacation, especially if it is some exotic spot like Bermuda, Nassau or Hawaii.

Company vacation lists were another good source of information. By various subterfuges, we acquired these lists from unsuspecting fellow workers. Usually posing as travel agents, we promised commissions for each vacation plan we sold to those on the list. Even employers sometimes supplied these lists, never realizing they were setting up their employees to be robbed.

To be absolutely certain we would be entering an unoccupied home, we had a rather conclusive method for getting information. We asked your neighbors.

Driving a phony delivery truck, we would call upon the neighbor with a C.O.D. package for the people next door. The charges due were so high, it wasn't likely that even their best friend would accept delivery. We always assured the neighbor it would cause no problem for us to leave a notice and have the homeowner call us when they returned.

Another favorite dodge was posing as antique dealers and getting information directly from the potential victim. It is amazing how many people let us wander through their homes giving estimates, compliments and conversation as we mentally catalogued their valuables. Often we got an opportunity to unlatch a window. If it went unnoticed, entering was that much easier when we came back to rob the house. (Continued on next Page)

Sometimes we would enter a home at night, sometimes in broad daylight; whatever circumstances dictated. Some homes can be burglarized brazenly during the day, while the same home could involve a great amount of risk if taken at night.

Any door is the best and easiest place of entry in a daylight burglary. They are more accessible when the screen or storm door is left unlocked; it provides a shield while we jimmy the main door, under the pretext of ringing the doorbell or leaving a note.

At night, ground floor windows very often offer excellent opportunities because of surrounding shrubbery. Yard lights can fill in these shadow areas.

Under no circumstances should you leave keys hidden in mailboxes or under doormats — or any other place. Leave the key with a neighbor to be certain that only those you want to have access to your home can get it.

High income neighborhoods were not our only operating territories. We have had our greatest successes in the middle income suburban areas throughout the country. The newer homes have the newer appliances, color TV and furnishings.

Once inside, we systematically loot the house of valuables; money, jewelry, furs, expensive tableware — even large color TV and hi-fi consoles. You can't protect your valuables from us once we are inside.

Disguised as workmen, and with our phony panel truck, it was no task to cart the loot away. Our very brazenness dispelled suspicion; observant neighbors think the TV repairmen are merely taking your set to the shop for servicing. Your other valuables are carried out in "tool" boxes. Within a few hours, we would be counting the money received from our "fence"; our source for selling stolen goods.

Sturdy locks on all doors and windows are your best protection. Short of breaking a window, many locks cannot be circumvented easily. There are many varieties of preferable locks; the straight, square-bolt or the drop-bolt types. The common snaplock, with the wedge shaped bolt, is practically useless as protection against a burglar. This type lock, most times, can be beaten simply by using a piece of plastic, or thin metal strip, inserted between the door and the frame, pushing back the bolt. If not this way, a jimmy will make short work of it. A firm blow with the shoulder against the door is all that is needed, many times.

A further safeguard is to install slide bolts near the bottoms and tops of doors, in addition to the usual lock.

Windows can be reinforced by simply drilling holes on either side of the frame, in the tracks just

above the lower portion of the window sash, if it is an up-and-down type. By inserting bolts or heavy screws in the holes, it would be extremely difficult to jimmy the window open.

Door chains are effective. They can be beaten, but they slow down a burglar and it is important to him that he get inside in the shortest amount of time possible.

There are commercial gadgets, both effective and economical, that can be installed on both doors and windows. Your hardware dealer can make the best suggestions for your particular situation.

Burglar alarms are a very effective safeguard. They range in price from the low cost battery operated type, all the way up to the most elaborate system you can afford. The battery operated type is placed on the floor, behind the door. When the door is opened, it gets tipped over and the alarm is activated. It is the rare burglar who stays long enough to determine how to shut off an alarm. When the clamor starts, he usually only wants one thing — out!

In addition to placing this type of alarm at each entry door, at least one should be placed by a door most likely to be opened by a burglar when he is inside the house. If he makes his entry through a window, bypassing the door alarms, he would then activate the alarm placed, say, behind a bedroom door.

If you have air conditioning, leave it turned on when you are away. The operating cost is incidental compared to the protection it gives.

Devices that turn house lights and radios on and off at prescribed times are also economical and effective. These timers can be set to turn on a radio or lights in various parts of the house, then turn them off at a normal bedtime.

Caution your neighbors about answering *any* questions about your comings and goings; particularly disclosing that you are on vacation or will be away any length of time.

And stay alert yourself. Report any suspicious salesmen, deliverymen or persons merely seeking information. The police would rather check out 100 suspicious persons fruitlessly than not get a lead on one active burglar.

Get to know your neighbors. Too many people are unacquainted with families just two doors away and, many times, the people next door. We counted on this and, as a result, we went unnoticed most of the time.

If every resident on every street followed these rules, Marty and I might have been forced to seek honest work. Then we might be enjoying a vacation spot right along with you this summer. Maybe not, but it certainly would have made a difference.

How you can

help halt the

shrinking dollar

Today's wage earners need no reminder that their dollar is worth less and less. What they are interested in is how this trend can be stopped.

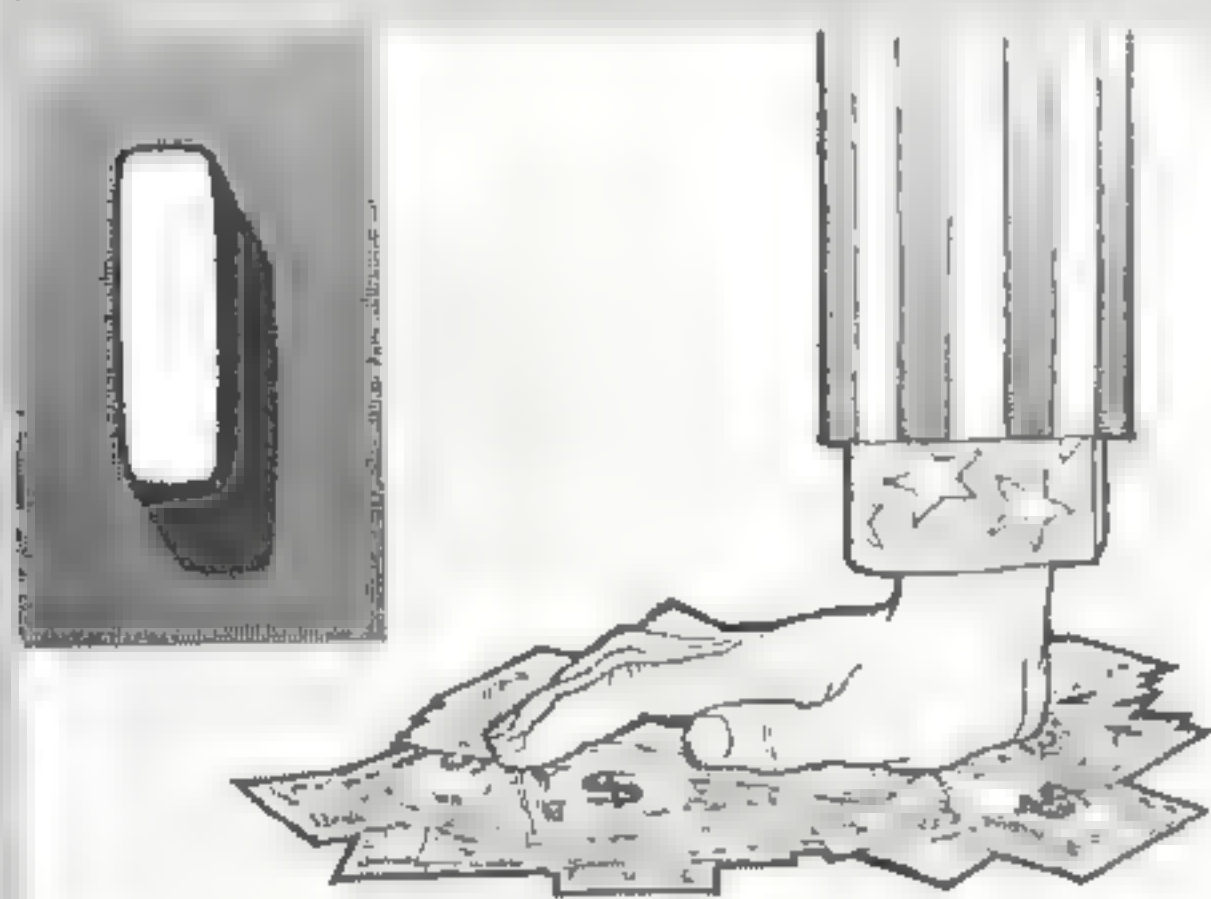
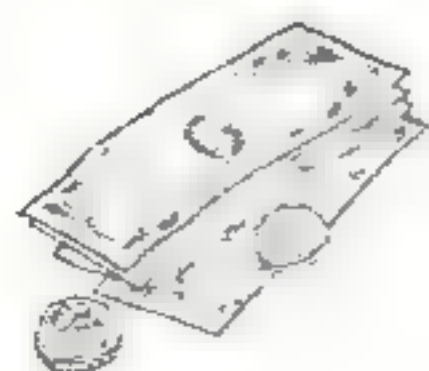
Inflation has eroded the dollar until it is only worth about one-third its 1940 value.

In terms of annual income, it now takes more than \$10,000 to buy what \$4,000 bought 30 years ago.

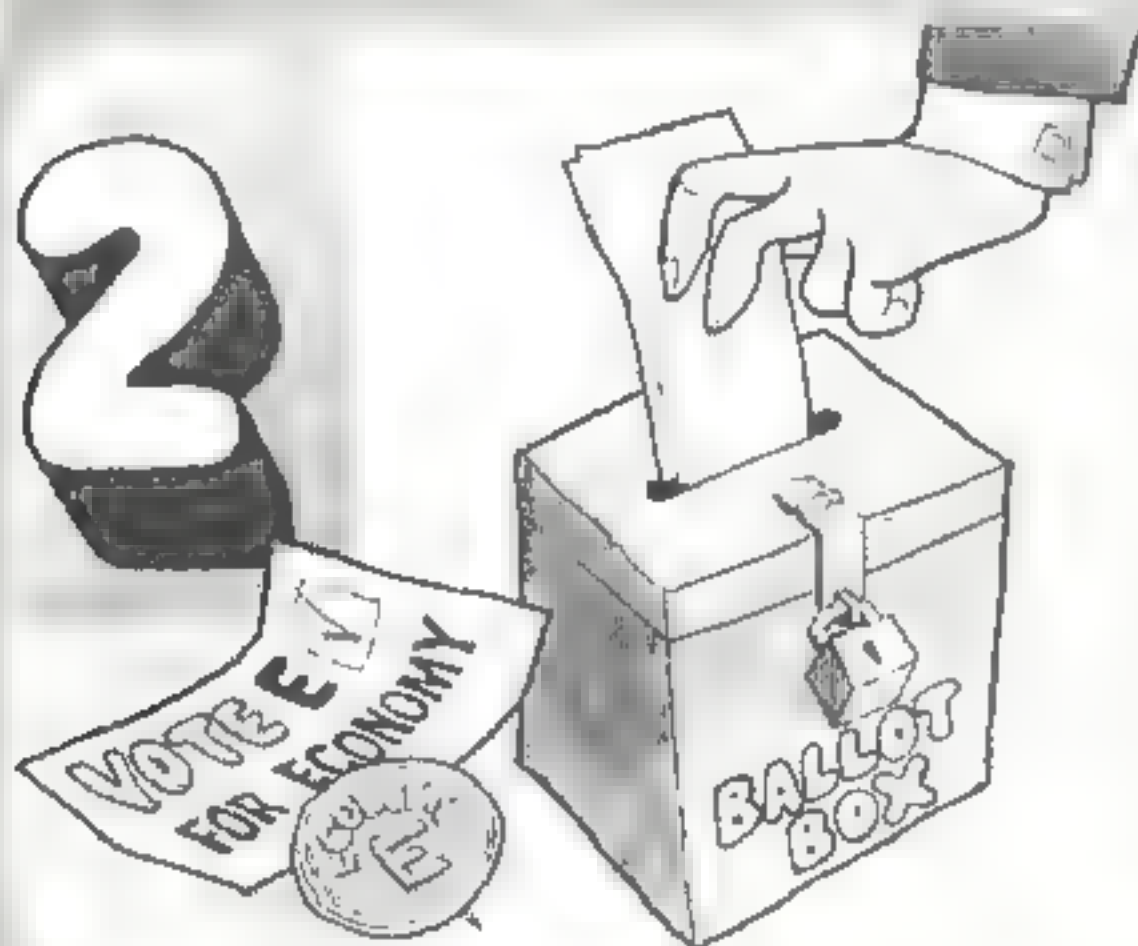
The average family of today sees the results of inflation most dramatically in rising costs of everyday living.

Retired persons and skilled and unskilled workers are feeling the pinch of shrinking dollars most. But different solutions each group might advocate could actually feed the inflationary cycle and mean even higher prices.

As alternatives, there are seven ways average citizens can help curb inflation and bring stability to everyone's dollar.



Demand economy in government.



Vote for legislators who will practice economy.



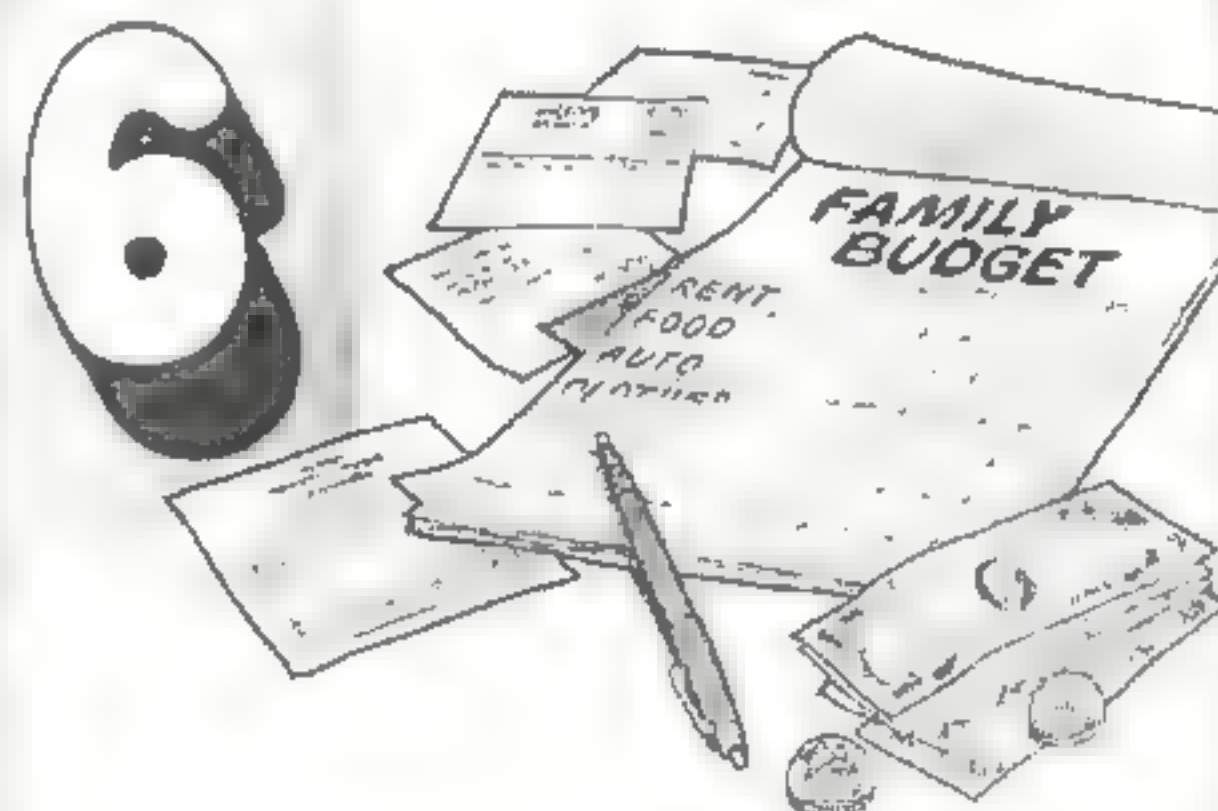
Look to government only for services covered by present taxes.



Give a fair day's work for a fair day's pay.



Buy only what is needed. Pay no more than a fair price.



Live within a budget.



Save as much as possible.

PROMOTIONS

Curtis W. Gideon, a 17-year employee of the company, has been promoted to garage foreman at Navasota. He formerly had been garage mechanic.

Mr. Gideon replaces long-time employee H. C. Foskett, who retired last month.

A native of Montgomery County, Mr. Gideon is a graduate of Montgomery High School. He also has completed two years of study at Blinn Junior College in Brenham, Tex., and has attended Sam Houston State University.

Mr. Gideon joined the company at Navasota in 1953. He started out in the line department and has worked in the garage since 1954.

An Army veteran, Mr. Gideon served from 1951 to 1953. He is a master Mason and a member of Navasota Lodge 299, AF & AM. He also has been active in Little League work.

Married to the former Mildred Wells of Huntsville, Mr. Gideon and his wife have three children. They are Ronnie, 16, Glenda, 15, and Scott, 1. The family attends the First Baptist Church of Navasota.



Curtis W. Gideon



Wallace W. Sullins

Wayne Sullins, industrial engineer in Beaumont Division Sales since 1962, has been transferred to System Sales and promoted to system industrial engineer.

An employee of the company since 1957, he started out as an engineer in Beaumont T&D. He later worked in the project engineering section before being transferred to Sales.

Mr. Sullins is a native of Pawnee, Okla., and holds an electrical engineering degree from Oklahoma State University.

Married to the former Betty White of Cushing, Okla., he and his wife have four children. They are Renee, 13, Rhonda, 12, Danny, 5, and David, 2. The family attends the First Baptist Church of Beaumont.

Mr. Sullins has been an active member of the Young Men's Business League for the past eight years.



Robert L. Petry



Leonard Roy

Robert L. Petry has been transferred from Plant Accounting, Beaumont, to Baton Rouge and promoted to supervisor of customer relations.

Mr. Petry had been administrative accountant since joining the company in 1968.

A native of Orange, Tex., Mr. Petry was graduated from West Orange High School. He holds a bachelor of business administration degree from Lamar Tech.

He is an Army veteran, having seen service as a first lieutenant in Vietnam. He is now a captain in the Army reserve.

Mr. Petry is married to the former Carol Dean Higdon of Louisville, Ky.

Leonard Roy, an employee of the company since 1953, has been promoted to utility foreman in Port Arthur T&D.

Mr. Roy formerly had served as substation mechanic. He also has been shop and field tester and secondary power tester.

A native of Port Arthur, Mr. Roy attended Thomas Jefferson High School. He is an Air Force veteran, having served from 1949 to 1953.

Mr. Roy long has been active in Port Arthur Little League activities.

He and his wife, the former Doris Marie Sessions of Port Arthur, have six children. They are Aubrey Wayne, 17, Sherrel Ann, 16, Evelyn Denise, 13, Peggy Sue, 12, Charles Murray, 10, and Teddy Joe, 6. The family attends the Catholic church.

James A. Fugitt has been promoted from substation mechanic to electrical maintenance foreman at Nelson Station in Lake Charles.

Mr. Fugitt, a native of Ashland, Ky., has been employed by the company since 1957. He started out in Lake Charles T&D and has worked as helper, apprentice and substation mechanic.

He is a graduate of Ashland High School. He also has attended Huntington East Trade School and Marshall College in Kentucky.

Mr. Fugitt is chairman of the Calcasieu Parish Republican Executive Committee. He is district leadership training chairman for the Boy Scouts and is a member of the national adult leadership training team.

Married to the former Billie Dew of Zwolle, La., he and his wife have three children. They are Larry, 17, Chris, 14, and Terril, 12. The family attends the Church of Christ.



James A. Fugitt



Steve Glach

Steve Glach, formerly master repairman at Neches Station in Beaumont, has been advanced to mechanical maintenance foreman.

He is a 29 year employee of the company, having started out as an apprentice at Orange in 1941. He also has worked as mechanic helper and repairman.

A native of Beaumont, he is a graduate of South Park High School and completed a mechanical trades course at Lamar Tech.

Mr. Glach is a member of the Young Men's Business League of Beaumont and is active in church work at the First Church of the Nazarene.

Michael Segree, formerly administrative assistant, has been promoted to systems analyst in the Information and Data Services Department at Beaumont.

Mr. Segree had been administrative assistant since last year. He previously worked as an engineering assistant in System Engineering Design.

A native of Beaumont, he was graduated from Brazosport High School in Freeport, Tex. He has attended Lamar Tech, South Texas Junior College and the Data Processing Institute.

He is a Methodist.



Andrew M. Segree

James R. Laughlin

James R. Laughlin, formerly senior engineering assistant in Lake Charles T&D, has moved up to right-of-way man.

Mr. Laughlin joined the company in 1954 at Lake Charles. During his 16 years of service, he has progressed through various classifications in T&D.

A native of Rule, Tex., in Haskell County, he graduated from high school there. He is a veteran of the Air Force, having served from 1951 to 1953.

Mr. Laughlin is a member of the First United Methodist Church of Lake Charles.

Married to the former Mary Evelyn Nelson of Lake Charles, he and his wife have three children. They are Evelyn and Cynthia, both students at LaGrange High School, and Tobin, a sixth-grader at College Oaks Elementary.

JOSEPH E. WHITE III RECEIVES COMMENDATION

Joseph E. White III, meter reader in Orange, recently discharged from the Navy after four years of service, has received the Navy Commendation Medal. Formerly a second class hospital corpsman, he spent one year in Vietnam.

He received the citation for meritorious service while serving with the 1st Marine Division in connection with combat operations from July 10, 1969, until July 4, 1970.

Particularly cited were his actions on July 30 when his unit came under intense small arms and mortar fire. Seeing several wounded Marines ly-

ing dangerously in an open area, PO White, "fearlessly maneuvered about the hazardous terrain to administer first aid to the casualties and to move them to positions of relative safety, thereby protecting them from further harm."

GSU Aids 4-H in LSU Meet

"The experience of working with scientific equipment and knowledge in 4-H was one of the strongest influences on my life," the 1970 state winner of the electricity project told a meeting of the 4-H Electric Planning and Sponsors Committee in Baton Rouge, Sept. 18.

Charles Chaumont, a freshman at LSU in pre-medicine from Allen Parish, addressed the group of 30 attending the meeting at LSU. He thanked the sponsors of the program which are our company and all other electric power suppliers in Louisiana. He assured them that the lessons learned in the project are being put to use. In his case, he and his father did all the wiring in his home and installed all outlets, switches, fixtures and large appliances such as stove, washer and dryer.

Gene Baker, engineering specialist for the LSU Cooperative Extension Service, told the group that latest reports show Louisiana ranks fourth in the number of counties participating in 4-H Electric Projects and ninth in total enrollment. He thanked the investor owned companies and electric cooperatives for the financial support and the time and materials given to provide workshops for club members on the parish levels.

BREAUX, MULLIN ASSUMING NEW DUTIES



H. O'Neil Breaux

Gene Mullin

H. O'Neil Breaux, service foreman in Sulphur and **Gene Mullin**, Sulphur superintendent, are both assuming new duties in their territory, as a result of the last meeting of the board of directors of the West Calcasieu Association of Commerce. At the meeting eight new members were elected in a mail ballot by the association membership and officers were selected.

Breaux, who has been a director for two years, is assuming the duties of secretary-treasurer and Mullin is just beginning his three year term as a director of the association. Both men will assume their duties at a November 5, directors meeting.

SERVICE AWARDS

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Billy G. Creel
Division Sales
Beaumont



Daniel A. Fagg
Production
Conroe



Henry James, Jr.
Distribution
Navasota



Howard E. Mack
Distribution
Lake Charles



J. T. Meinscher, Jr.
Personnel
Beaumont



W. E. Richard
Executive
Conroe



George I. Thurman
Production
Beaumont



Howard Trammell
Distribution
Beaumont



Emile Wilson
Production
Baton Rouge



McQuiller Wingate
Distribution
Beaumont



J. E. Zammit
Production
Baton Rouge



Willie Banks
T & D
Baton Rouge



Clifford Meaux
Distribution
Winnie



Thomas E. Amerine
Information & Data
Services
Beaumont



Daniel R. Blanchard
Production
Lake Charles



Lonnie J. Cobb
System Production
Beaumont



William G. Hollins
Sales
Beaumont



Odell Jarrell, Jr.
Production
Willow Glen



Thomas L. Perkins
Production
Willow Glen



Betty J. Raines
Information & Data
Services
Beaumont



Louis Sandidge
Distribution
Beaumont



Clara S. Wellman
Treasury
Navasota



John J. Window III
Production
Lake Charles

T
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THIRTY
YEARS

RETIREMENTS



Alger G. Mashburn

Alger G. Mashburn

A pioneer in the history of our company, Alger G. Mashburn retires this month with over 45 years of service. He leaves the post of senior engineering assistant in Silsbee, Texas.

A native of Vinegar Bend, Alabama, Mr. Mashburn migrated down to Port Arthur, Texas, in 1925 and was hired "by a young fellow named 'Diddy' Welch." He was then sent to Beaumont where the company was switching from D.C. to A.C. His first job there was to retire the carbon street lights and replace them with a series system. Then, because he had had a year of college (since that time he has taken courses through I.C.S., University of Texas, Texas A&M and Lamar) he was assigned the duty of setting up a system of records for meters, transformers and other equipment.

In 1943 he went to the call and served with the Navy until 1945. His most memorable moment with the company came the day he was hired. "Mr. Mike Merriam took me around the office and introduced me to everyone as Mr. Mashburn," he says. "That's the first time in my life anybody called me mister."

It looks as if Mr. Mashburn will be busier after retirement than before. Greatly interested in civic work, he is a member of the Silsbee Lions Club—with 20 years perfect attendance, Eastern Star, Masonic Lodge 927, Royal Arch Masonic Order, Knights Templar and is the treasurer of the Silsbee Shrine Association (of which he is a past president).

He also intends to do some traveling to see some states he hasn't seen. During his travels he will swing through Alabama to see his kinfolk and visit with his mother who is 93.



Delia Harrington

Delia Harrington

Delia Harrington, retiring this month, is going to miss her job. She is a meter reader in Beaumont.

Mrs. Harrington, a 26 year veteran of the company, started her career as a customer contact clerk. She says that she enjoys meter reading, though, because as she put it, "I'm an outdoor gal."

A native of Deweyville, Newton County, Texas, Mrs. Harrington is a very unusual lady. She once served several years as a judge for the 10th Voting Precinct in Beaumont.

According to Mrs. Harrington, her job as a meter reader is a very fascinating one. On one of her routes she once helped a lady who was trapped in an attic. "It was strange," she said, "I kept hearing someone call, but couldn't tell where the voice was coming from. Then a woman yelled down to me that she was stuck in her attic. The lady's door was locked, but she told me to break in. So I did. She had climbed into the attic using a ladder and the ladder had fallen."

Mrs. Harrington commented that dogs weren't much of a problem. In fact, she says that she gets along fine with most of them. If a dog threatens she just gives it a dog biscuit. "That's usually all it takes," she says, "but sometimes I have to call the owners if the dog is too bad."

Very active in her church, The First Baptist, she plans to extend her church work after retirement.

Hubert A. Williams

Hubert A. Williams says he's got a "lotta huntin' and fishin'" to catch up on. He is retiring from the company this month, leaving Louisiana Station where he was operating engineer.

An employee of our company since February 25, 1934, Mr. Williams came to work as second assistant fireman at Louisiana Station.

He advanced through various production classifications to become head fireman at Louisiana Station in 1947. He was named station engineer in 1949. Then in February of 1964 he was promoted to operating engineer at Louisiana Station.

According to Mr. Williams there are other stations around the system that he would like to, and plans to, visit.

A native of Gloster, Amite County, Mississippi, he is married to the former Jo Hazel Cramer of Franklin, La. Prior to joining our company he attended Louisiana State University. The second World War interrupted his career with the company and he served a hitch in the Army from 1942 to 1944 as a member of the 101st Airborne.

It will be a while before our friend can launch his 23-footer at his camp on Old River. He is now recuperating from a shoulder separation.



Hubert A. Williams



Elizabeth M. Whatley

Elizabeth M. Whatley

"I'll miss my co-workers and customers," says Elizabeth Whatley, "but the extra time will give me a chance to travel and visit with friends and family." Mrs. Whatley is leaving the Mid-County office after 27 years of service.

Originally from Beaumont, she has been in a position to see the company grow from the small East Texas Elec-

tric Company to the Gulf States Utilities of today.

Another civic minded Gulf Stater, she intends to devote more time to the clubs she belongs to which are the Mid-County Pilot Club (of which she is a past president), the Big Thicket Association and the D.A.R.

Mrs. Whatley also plans on traveling and spending more time with her father, now 94, who was an employee of the Burt refinery before it became Mobil.

A member of the Mormon church, she was married to the late Edmund C. Whatley, of Many, Louisiana.

LETTERS

From employees, customers and friends of GSU

WESTERN

Dear Sirs,

Had it not been for your generosity we at Bremond High School in the homemaking department would not have the three beautiful new electric ranges we are enjoying so very much. They are not only beautiful to look at but truly a pleasure to use.

We also appreciate the services given us by your home service advisors — Miss Sandra Graves and Mrs. Dana Maxfield. We all enjoy the recipes.

For all of these we are indeed grateful.

Sincerely yours,
Thelma McClain
Homemaking Teacher
Bremond High School

PORT ARTHUR

Dear Mr. (Randy) McAlpine:

Recently two of your home economists, Mrs. Sue Williams and Miss Kathy Schierholz, came to the Americana Apartments and gave a demonstration in cooking. We have heard

YOU CAN HELP FIGHT AIR POLLUTION

Nearly every home has a variety of filters busily trying to clean dust, dirt, pollen, smoke, odors, and grease from the air.

A forced air furnace generally has one or two large filters that may also serve a central air conditioning system. A room air conditioner has one filter, and so does the kitchen range hood. All of these filters can get clogged, become ineffective, and cut down the amount of air flowing through them, causing motors to work harder (and bills to get larger.) So it's a good



idea to clean them or replace them periodically.

many good reports on their performance and many residents have expressed a desire for them to come back.

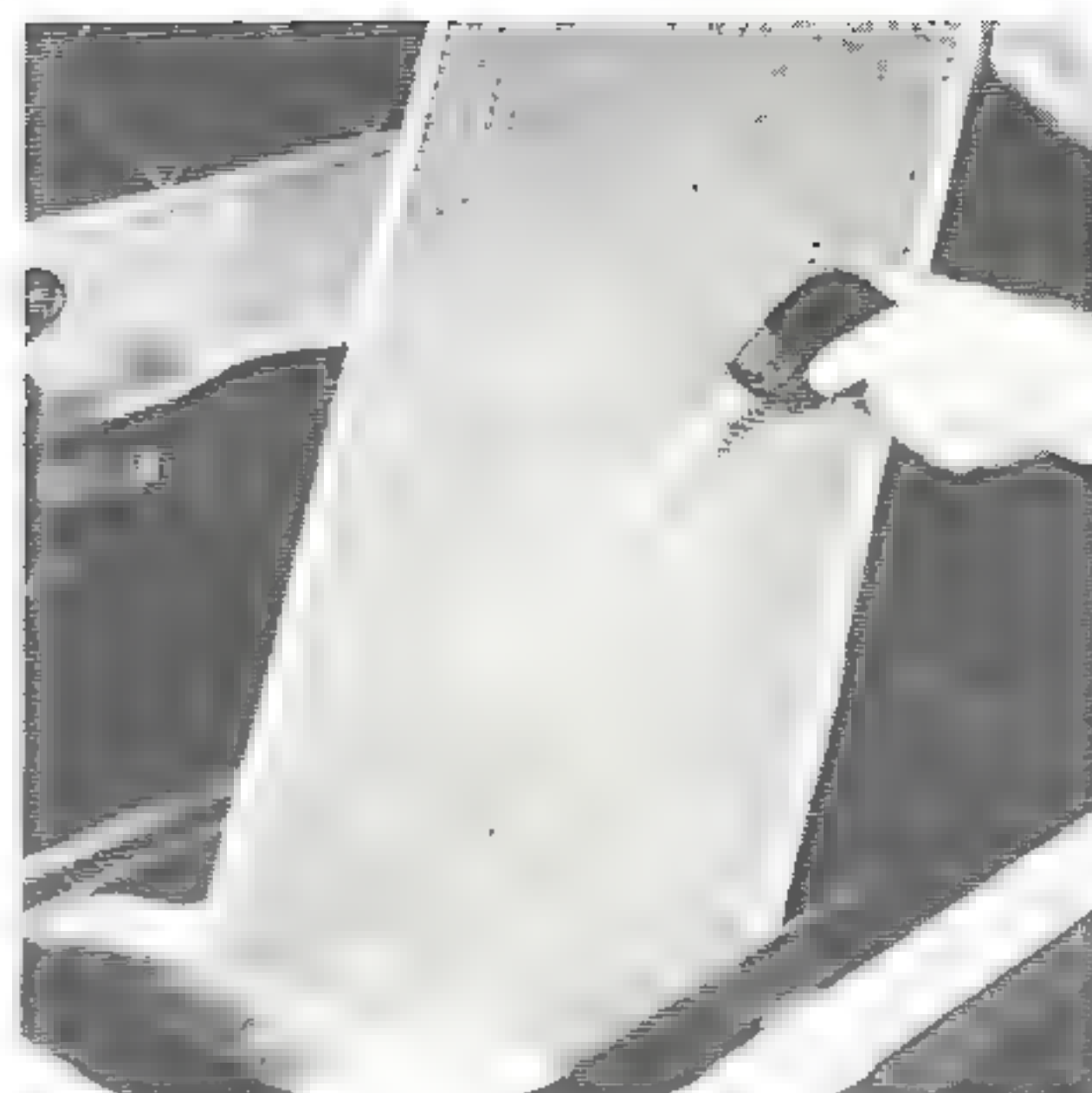
We appreciate their effort and time.

Very truly yours,
H. B. Foster

WILMINGTON, DEL.

Dear Mr. (Lionel) Dugas:

We certainly appreciate the loan of the film "The Pulse of Life". We are returning it to you under separate cover. We have shown this film to



If you have a room air conditioner, check the filter. It may be a washable aluminum type. If so, wash with warm soapy water. If it's non-washable and needs replacing, you can get an aluminum filter that can be trimmed with scissors to fit your air conditioner. From then on, you can wash and re-coat it when it's dirty.

The kitchen range hood may or may not have a duct, but it certainly has a fan and a filter designed to trap grease particles. The filter is easily removable, and will probably be aluminum. It should be washed every month or oftener in warm soapy water to prevent rancid grease from collecting on it and becoming a fire hazard. It won't need any coating to be effective, and you'll find that one will provide years of service with proper care.

Your filters serve you every day by helping keep the air around you as clean as possible. Help them by giving them an occasional bath.

approximately four hundred people in our Engineering Department. Everyone was exceedingly complimentary of the film. Gulf States Utilities is certainly to be commended for making available this type of film for safety purposes.

Thank you again for your cooperation in making it possible to bring this message to so many of our people.

Very truly yours,
O. S. York,
Consultant Manager
E. I. du Pont de Nemours
& Company



REPORTERS

If you have any news for PLAIN TALKS, simply send the information to one of the following local reporters. They will be happy to assist you in getting the material to the Editor.

Betty Neville (Neches Station), Sue Williams (Port Arthur), Jo Ann Landry (Beaumont S.C.), Johnnie Harris (Lake Charles - T&D), Fay Denney (Lake Charles - O), Bobbie Denais (Lafayette - O), Sue Champagne (Lafayette - T&D), Martha Caldwell (Nelson Station), Davie Carpenter (Orange), Maxie Bell (Silsbee), Barbara Lindsey (Beaumont), Ann Ogden (Beaumont), Edy Walmon (Beaumont), Walt Wright (Baton Rouge), Pearl Daibonne (Sulphur), Earl Mayfield (Jennings), Leslie Lemoine (LA Station), Janis E. Wilganowski (Calvert), Wanda H. Tinsley (Madisonville), Pat Jones (Cleveland), Gail Reeves (Huntsville), Frances Marney (Conroe), Betty Diekschat (Navasota), Linda Marks (Beaumont), Nina Ruth Bay (Navasota), Dora Landuiche (Willow Glen), Opal Temple (Baton Rouge-Acct.), Margie Force (Baton Rouge - T&D), Sandra Mouch (Baton Rouge - T&D), Gwen Blackwell (Baton Rouge - T&D), Beverly Hayden (Gas Dept.), Janette Lane (Zachary), Mel Nezat (Baton Rouge - Sales), Adele Vavasseur (Port Allen), Billy Fortenberry (Gonzales), Lorraine Dunham (Port Arthur S.C.), and Kathleen Fuller (Sabine Station).

BATON ROUGE DIV.



Judging from these pictures, it looks like the folks in Baton Rouge have been a-fishin'. Mark Shaw,

son of Virgil Shaw, division manager, proudly displays his catch made off the Chandelier Islands in the Gulf. R. M. Knobloch (below), purchasing agent, shows his catch? Someone said he purposely forgot his tackle.



If you see Darrell G. Clement, utility foreman in Port Allen, walking around with a proud grin on his face, don't wonder. His daughter, Darrelyn Clement Genre, has furnished him with a new grandson, his first grandchild. The new member of the family, Brian Lane Genre, was born in Alamogordo, New Mexico, where his Air Force papa, Arthur S. Genre III, is stationed.

BEAUMONT DIV.



Helen Head, PBX, is of the opinion that two Heads are better than one. Shown here is one of her sons, Captain Donald Ray Head, U. S.

Marine Corps, administering the oath to his brother, Second Lieutenant Larry T. Head, during ceremonies in the Houston United States Marine Corps Officer Selection Office.

Second Lieutenant Head, an August 70 graduate of Lamar State College of Technology, received his commission upon graduation via the Marine Corps Platoon Leaders Class Program. He is currently attending the U. S. Marine Corps Basic School at Quantico, Virginia where he will receive 26 weeks of extensive military subjects training prior to a future command assignment.

Captain Head, an instructor at the Camp Pendleton, California Amphibious School, served as an Amphibious Tractor Company Executive Officer during a 13 month tour in Vietnam. He was awarded the Bronze Star, Vietnamese Cross of Gallantry and two Purple Hearts for his actions in Vietnam.

Captain and Lieutenant Head visited with their parents in Beaumont before departing for the West and East Coast respectively.



Sandra Conn, steno in accounting operations, formerly Sandra Laird, was given this little surprise party by her friends in the main office before her recent marriage. Wishing her the best of luck are Carolyn DeRouen, (Sandra, with gift), Loraine Blackwell, Candy Mathis and Dana Ellis. She and her husband, Charles Conn, are living in Beaumont.



Jan Reddell, IDS keypunch, is leaving to contribute to the population explosion. Her baby, due in January, should be well equipped with the gifts from Jan's going away party. Joining in the party are, left to right, **Judy Bonvillion**, **Jim Wilder**, **Diane McKamy**, **Lorene Gant** and **Jan**.



Holding the cake is **Emma Roberts**, formerly **Emma Richardson**, clerk in customer accounting. Emma was given this going away party by her friends on the first floor: (top row) **Charlotte Bass**, **Fran Carlquist**, **Betty Baker**, (Emma), **Marita Slevin**, **Susan Nash**, **Marsha Jester**, (bottom row) **Norma Jordan**, **DeWillia Boone**.



It's flu shot time again and around the system lines are forming at clinics and offices for their annual protection. **Ann Ogden**, system operations, managed to force a smile while getting the needle. Behind her is **Judy Moses**, Rate Department, cagerly(?) awaiting her turn.



S. L. Stelly, system safety director, seems to be happy with his first grandchild, **John Thomas Stelly, Jr.** We around the system hope this fine looking kid doesn't grow up to be as mean as his grandpa.

Harry J. Hebert, Beaumont Store-room, is recovering from surgery in Beaumont's Baptist Hospital.

Mr. Hebert's illness will require a lengthy hospital stay. He is in Room 318A at the hospital, and

friends can see him there.

He has been in the hospital for several weeks.



C. O. (Pud) Draper, recently promoted and transferred to Lewis Creek, left his old post in style. Pud is shown here donning the hat presented to him by his co-workers in the Neches Station lab. They say he is now properly outfitted for the Western Division.



It might be a New Year's baby for **Louetta Richard**, Taxes, Beaumont, shown here with the gift. Louetta was given this impromptu shower before she left. Attending the shower, from left to right, were **Theresa Little**, **Regina Sharpe**, **Louetta**, **Nancy Anderson**, **Janet Patella** and **Jeanette Warren**.



Joe Domino, system engineering, has gone to the altar. Joe and his new wife, the former **Linda Marie Lombardo** of Franklin, Louisiana, have set up housekeeping in Beaumont.



Friends of **H. C. Foskett**, formerly garage foreman in Navasota, had the special cake baked for his retirement party. Mr. and Mrs. Foskett show some of the fine gifts they received at the party.

LAKE CHARLES DIV.

Two new Gold Medallion homes, opened for display in the Evangeline Gardens subdivision, Jennings, kept some of our people in that town busy recently. Helping with the open house were **Martin Wagnon** and **Eddie Belair**, residential sales; **John Bordelon**, commercial sales and **Loretta Gilbert** and **Brenda Benuit**, local office clerks.

PORT ARTHUR DIV.

James A. Stelly, sales superintendent of the Port Arthur Division, saved a young woman's life recently. While she was standing on the corner and preparing to cross the street, a fire truck left the nearby fire station on a call. The sirens were sounding. At this time the young lady stepped off the curb and started across the intersection. Mr. Stelly threw up his hands and shouted at her. She saw him and stopped before the truck got there (She would have been in the direct path of the truck). After the truck passed, she crossed and thanked Mr. Stelly, explaining she was deaf and the light was green so she was crossing.



TWENTY YEARS BEAUMONT

WE GOOFED . . . in the last issue of PLAIN TALKS we mistakenly placed some pictures under the wrong headings. They should have been as they appear here. President Floyd Smith is at right in all but the last picture.



Whitney Miguez, Aubrey Sprawls, J. H. McClelland, Leroy J. Bodemann, Homer Shawver, Morris J. Johnson, James H. Rhone, W. E. Thomason, Johnnie Carter, Jay Roy Peckham, John Beard, J. B. Bishop and R. J. Summers



H. R. Leicht, C. P. Jordon, Preston Davis and P. M. Anawaty



E. G. Hodges, Donivan R. McCoy, James N. Lee, Camile Miller, Eugene D. Keller, W. J. Bertrand, Henry Legnon, Jr., J. R. Havens



Leon Andrus

TEN YEARS

LAKE CHARLES



Jo Ann Burnett, Rosalie James, Milton Smith, Tite Baudoin, Isaac J. Brown, Theodore Matte, Russell C. Thomasee, Wayne Fails



Derrick Smith, equipment operator, Roy S. Nelson Station, was presented a 10-year pin by E. G. Hodges of Lake Charles. Smith was unable to attend the breakfast.

dis GRUNT lings





Welcome Aboard!

SYSTEM DEPARTMENTS

System Engineering

Jerry L. Franks, Engr Helper—Eng Des (Est & Bud)
James R. Gilliam, Engr Helper—Eng Des (Rel Des & Coord)
Samuel E. Crane, Engr Helper—Eng Des (Des Eng-Const Drft)
Carl W. Lee, Engr Helper—Eng Des (Rel Des & Coord)
Rebecca N. Watts, Dept Clerk—Eng Plan (Sched)
Patricia N. McCall, Dept Clerk—Power Sys Operns (Sys Disp)

Information & Data Services

Naomi C. Wright, Dept Clerk (Records)
Renee L. Bell, Stenographer (Records)
Gwendolyn S. Bandsma, Stenographer (Records)
Julia L. Taylor, Key Punch Operator (Data Sys Operns)

System Treasury

Teresa E. Little, Dept Clerk—Tax
Geraldyn A. Fertitta, Clerk—Gen Acctg (Plant)

BEAUMONT DIVISION

Production

Ottie D. Walker, Operator's Helper (Neches Sta)
Charles A. Warren, Operator's Helper (Neches Sta)
Roy E. Cole, Operator's Helper (Neches Sta)
Clifton T. Ellis, Jr., Operator's Helper (Neches Sta)

Distribution

Herman D. Leasure, Helper-T&D Dept (S/Sta)
James T. Sturrock, Helper-T&D Dept (Line)
Ronald T. Ormsby, Shop & Field Tester—T&D
John W. Hemby, Bldg & Grnds Mtce Man—T&D (Main Off)

Wilford P. Gill, Laborer I—T&D Dept (Line)
Don A. Clotiaux, Jr., Engr Helper—T&D Dept (Engr)
Marshall L. Hawkes, Engr Helper—T&D Dept (Engr)
Edward C. Bos, Engr Helper—T&D Dept (Engr)
Rodney W. Young, Helper-T&D Dept (Line)
Don W. Hale, Helper-T&D Dept (Line)

Sales

Gilda Jacquo, Home Service Advisor-Jr
Kay L. Raines, Home Service Advisor-Jr

PORT ARTHUR DIVISION

Distribution

John H. Williams, Heper-T&D Dept (Line)
Henry J. Shelvin, Laborer I—T&D Dept (Bldg & Grnds)
Sales
Kathleen H. Peters, Home Service Advisor-Jr

WESTERN DIVISION

Distribution

Gary D. Harris, Helper-T&D Dept (Line)
John W. Pool, Jr., Helper-T&D Dept (Line)
Douglas W. Welch, Engr Helper—T&D Dept (Engr)
John W. Parsley, Engr Helper—T&D Dept (Engr)

Treasury

Paula L. Schilhab, Local Office Clerk
Paul E. Mosley, Meter Reader
Kenneth R. Bradford, Meter Reader

LAKE CHARLES DIVISION

Distribution

Ronald H. Minnich, Divn Substation Operator—T&D
Charles H. Landrum, Helper-T&D Dept (S/Sta)
Ethel W. Parker, Dept Clerk—T&D Dept (S/Sta)
Nancy A. Guillory, Dept Clerk—T&D Dept (Engr)
Ramon Blair, Laborer I—T&D Dept (Line)
Helen M. Richard, Dept Clerk—T&D Dept (Engr)

Sales

Donald W. Hudson, Residential Sales Repr

Treasury

Berna R. Richard, Clerk—Custs Acctg

BATON ROUGE DIVISION

Production

Joseph E. Soileau, Operator's Helper (La Sta)
Frank W. Bryant, Jr., Operator's Helper (La Sta)
Emmett H. Thomas, III, Operator's Helper (La Sta)
Dana L. Hunt, Operator's Helper (La Sta)
Edward A. Elrod, Mechanic's Helper (La Sta)
Charles R. Watson, Mechanic's Helper (La Sta)
Wayne J. Decoteau, Mechanic's Helper (W/Glen Sta)

Distribution

Charles R. Palmer, Helper-T&D Dept (Line)
David G. Guillaume, Helper-T&D Dept (Line)
David M. Loveless, Helper-T&D Dept (Line)
Ronald C. Clark, Helper-T&D Dept (S/Sta)
Albert L. Kelly, Jr., Shop & Field Tester—T&D
O'Neal K. Kees, Jr., Engr Helper—T&D Dept (Engr)
David R. Atkinson, Engr Helper—T&D Dept (Engr)
Madeline V. Watts, Dept Clerk—T&D Dept (Relay)
Gary D. Vicknair, Helper-T&D Dept (Line)

Treasury

Gus Sterling, Jr., Meter Reader
William F. Sweetman, Meter Reader
Louis White, Storeroom Assistant
Phyllis S. Whittington, Clerk—Storeroom
Richard A. Causey, Meter Reader
Charles A. Bouquet, Meter Reader

COOKING WITH KATHY

Kathy is a native of Postville, Iowa and graduated from Postville High School. She holds a



Kathy Schierholz

Bachelor of Science in Home Economics Education from Iowa State University in Ames, Iowa. While in college, she was a member of Home Economics Education Club and Omicron Nu, a scholastic honorary.

At the present time, Kathy is an active member of Home Economists in Business, Sabine Area Home Economists and AHEA.

She is married to Paul M. Schierholz, a chemical engineer, with E. I. Dupont, Beaumont works. They live at 2507 Helena Avenue, Nederland.

VENISON

Venison is a rather dry meat and can be improved by adding butter or margarine, suet or other fat when broiling, pan-broiling or roasting. If you have a less tender carcass, there are ways of preparing the meat to make it tender and appetizing.

The methods of cooking venison are the same as those for cooking other lean meats. Use dry heat for tender cuts and moist heat for less tender cuts.

CUTS OF VENISON AND SUGGESTED USES

The hind and fore shank are used in soups, stews and are ground for sausage, meat loaf and patties.

Round of the carcass is usually tender enough for steaks. If less tender, use it for Swiss steaks or grind it for sausage, patties or meat loaf.

Legs, if small, may be roasted in an uncovered pan without adding liquid.

Loin of venison is used for sirloin and porterhouse steaks or choice roasts.

Shoulder or chuck should be cut into roast for pot roasting or ground.

Rump roast is used for pot roast. From a tender, young buck it may be roasted in an uncovered pan with no added liquid.

Flank and breast cuts contain considerable meat. Use them for soups, stews or grind for patties, meat loaf or sausage.

Neck of the carcass should have the tendons removed. It can then be roasted, used as stew or ground.

PHEASANTS, QUAIL, DOVES, TURKEYS, RAIL AND WOODCOCK

Most hunters agree that dry plucking rather than skinning conserves flavor and moisture in quail, doves, turkeys, rail and woodcock. Pheasants may be skinned or dry plucked with seemingly little change in flavor or moisture content.

All game birds should be dressed as soon as possible following the kill. Aging at a temperature just above freezing for 24 to 48 hours generally removes some of the gamey flavor which might detract from eating pleasure.

After the feathers are removed from game birds, singe over flame to remove the down. Remove the entrails, head, craw and feet. Wipe the body cavities clean with a damp cloth. Some hunters find it easier to remove entrails of small birds, such as quail and dove, by making a cut along or across the back to split the bird apart. Larger birds, such as pheasants and turkeys, are dressed in about the same manner as domestic fowl or waterfowl.

COOKING GAME BIRDS

Duck meat is at its best when served rare. If well-done meat is desired, additional cooking time should be given, taking care not to overcook and toughen the birds. Meat of wild duck is dark and drier than domestic meat. Roasting with strips of bacon or in a covered roaster helps retain moisture and reduce dryness of less tender and larger ducks.

ROASTED WILD DUCK

1 1/4 pound duck	1 slice of onion
2 cups quartered apples	2 tsp. salt
	1/4 tsp. pepper

Clean duck and wash thoroughly. Fill the duck with peeled quartered apples. Truss duck. Rub with a slice of onion; then with salt and pepper. Roast uncovered at 325 degrees allowing 20 to 30 minutes per pound. If desired, duck can be basted every 10 minutes with 1 cup orange juice. Basting is not required, however, at this low temperature. Total cooking time is 45 minutes. Serves 2.

VENISON CHILI

1/2 gallon cooked kidney beans optional	1 tbsp. salt
2 1/2 pounds ground venison	1 1/2 pounds bacon
1 tbsp. chili powder	1 quart onions
1 1/2 tsp. pepper	1/2 gallon tomatoes or 4 No. 303 cans
	1/2 tsp. comino seed

Cut bacon into small pieces; brown to a crisp. Add venison and brown. Combine rest of ingredients in large utensil. Add the browned meat and enough water to cover. Simmer 2 hours. Serves about 20.

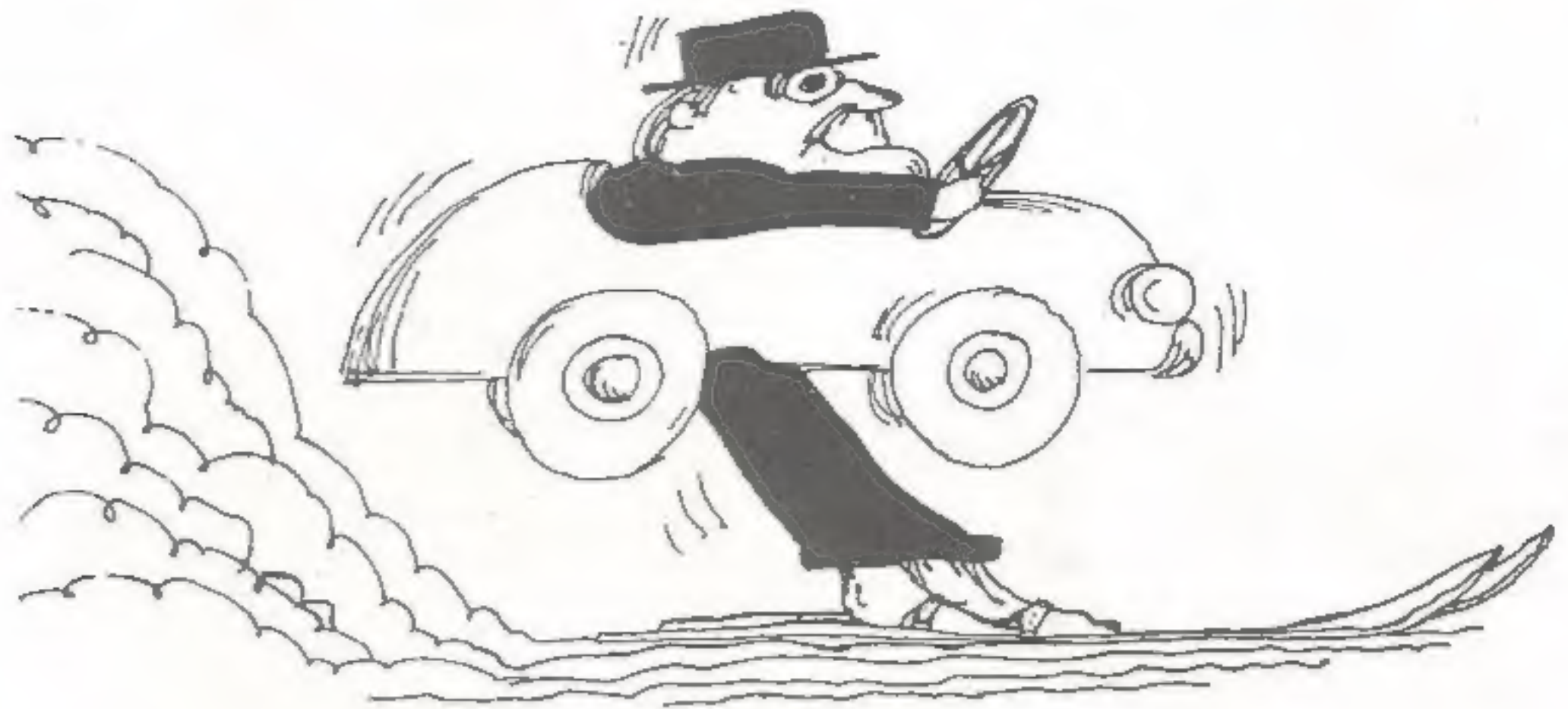
BARBECUED VENISON ROAST

4 pounds venison roast	1 stalk celery
Salt and pepper	6 tbsps. vinegar
3 tbsps. fat	3 tbsps. catsup
2 cloves garlic	3 tbsps. Worcestershire sauce

Season roast with salt and pepper. Melt fat in heavy pan; add roast and brown slowly on all sides. Add garlic and celery. Combine vinegar, catsup and Worcestershire sauce in a 1-cup measure. Add water to make 1 cup of liquid. Pour over roast; cover and cook slowly about 3 hours or until tender. Remove roast and add flour and water paste to liquid to make gravy. Serves 6.

BULK RATE
U. S. POSTAGE PAID
Beaumont, Texas
Permit No. 11

Skiing Not for Your Car

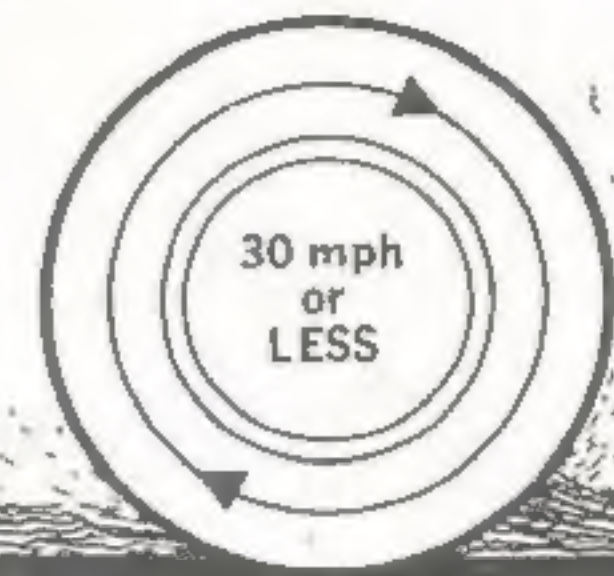


Next time you're driving along in a rainshower, bored, tired, and maybe in a hurry to get home, you can become a potential menace—a four-wheeled accident looking for a place to happen. The problem? Wet pavement and the tendency of your car to "hydroplane," or glide along on a film of water at a given speed causing loss of control in both steering and braking.

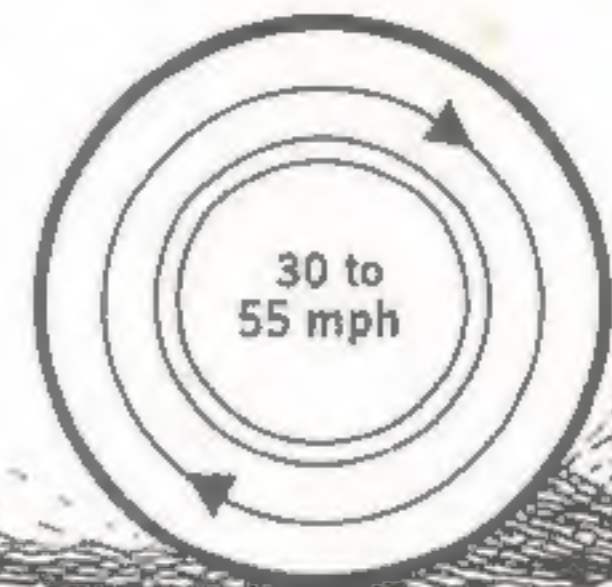
Any experienced driver knows a car will skid more easily on wet pavement than on a dry surface. But hydroplaning is more than an ordinary skid—much more.

In dynamic hydroplaning, the most common form of the phenomenon, a cushion of water builds up in front of the rotating tire. As speed increases, the tire literally mounts this layer of water and glides along as if on skis. In water only 12/32 of an inch deep, even a new tire will hydroplane at 55 mph. Worn tires lose their grip on pavement in less water.

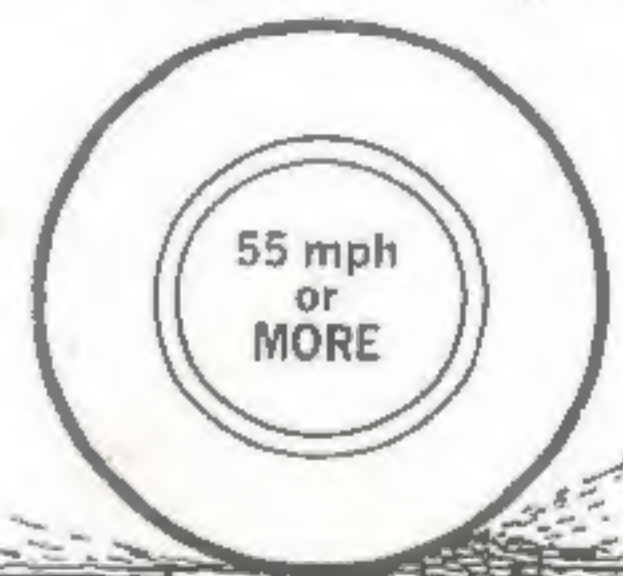
Hydroplaning occurs on mirror-smooth pavements with badly worn tires and at much lower speeds and water depths (like 1/25 of an inch), because slick tires can't break through the film's surface tension.



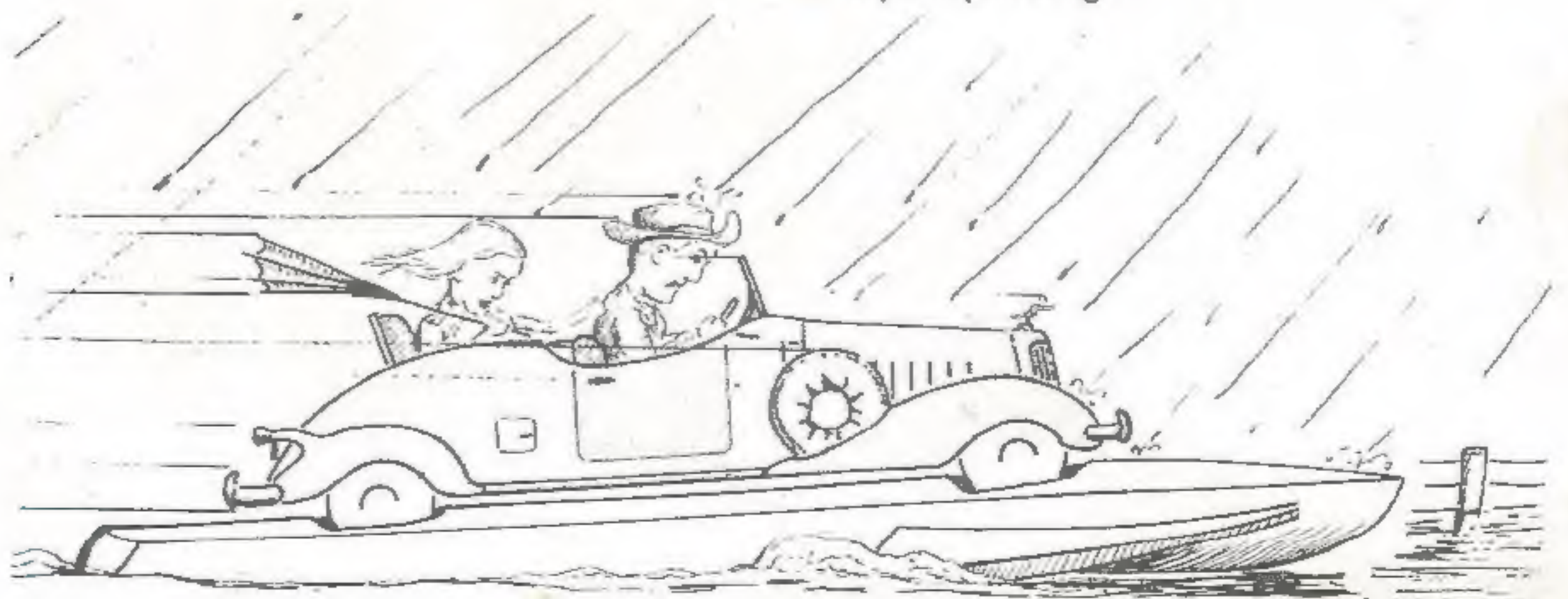
At low speeds, tire cuts through water at tire-road juncture and remains in complete contact with road.



At speeds above 30 m.p.h., water wedge may penetrate tire-road contact, and partial hydroplaning occurs.



At speeds above 55 m.p.h., water wedge may increase and tire loses complete contact with road, causing total hydroplaning.



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